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**CSST**

# AN ECONOMIC ANALYSIS

## Part I. Executive Summary

**PRELIMINARY**

**SUPPLEMENT I**

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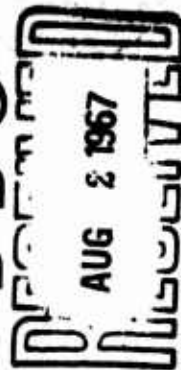
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UNITED STATES DEPARTMENT OF COMMERCE



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EXPLANATION OF RELEVANCY OF CONCLUSIONS AND DATA CONTAINED  
IN THE SST ECONOMIC ANALYSIS REPORTS PREPARED BY THE DEPARTMENT OF COMMERCE

In an effort to provide as complete a history as possible of the course of the SST program, materials consisting of Part I, Executive Summary and Supplements, and Part III, Contractor's Reports\*, have been made publicly available. However, all persons using these materials should be advised that the data and conclusions pertaining to the SST designs contained therein are not current and have been superseded by the SST designs submitted to the FAA September 6, 1966, which were the basis for the Economic Feasibility Report prepared by the FAA in April 1967 and for the reports of the Economic Research Contractors submitted December 31, 1966. Using the superseded designs and the related economic data for comparisons with economic characteristics of other aircraft, both American and European, could be misleading and not representative of what was achieved with the more recent SST designs.

Because of the changes in development costs and total program costs and because of the provisions of the Phase III contracts with the airframe and engine manufacturers, the financial data and conclusions contained in the Executive Summary relating to the financial capability of the manufacturers do not reflect their financial capability in the context of the current program or their general financial position.

Accordingly, the materials attached hereto should be viewed as predominately historical in character.

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\* Part II of the SST Economic Analysis was never issued.

**U. S. DEPARTMENT OF COMMERCE  
WASHINGTON, D. C.**

**SST**  
*AN*  
***ECONOMIC ANALYSIS***

**SUPPLEMENT I**





THE SECRETARY OF COMMERCE  
WASHINGTON, D.C. 20230

April 30, 1965

Honorable Robert S. McNamara  
Chairman, SST Advisory Committee  
Department of Defense  
Washington, D. C.

Dear Mr. Chairman:

At the March 30, 1965 meeting of the President's Advisory Committee on the Supersonic Transport you requested that I undertake the responsibility for a thorough refinement of the preliminary SST Economic Analysis, and for such additional analyses as may be needed by the SST Advisory Committee.

I am transmitting to you a report dealing with a number of the questions raised at that meeting. The questions relating to program financing will be treated separately in a report to be sent to you shortly.

I am concurrently forwarding copies of this report to Mr. Najeeb E. Halaby, Administrator, Federal Aviation Agency and to Mr. Kermit Gordon, Director, Bureau of the Budget.

Sincerely yours,

Secretary of Commerce

Enclosure



**Corrections**

**to**

**Part I. Executive Summary**

The names of certain individuals and organizations were inadvertently omitted in describing the implementation of the SST Economic Analysis (see pp. 28-29). The contributions of

Mr. Harry P. Hatry (Department of Defense)

and of the

Applied Mathematics Division, National Bureau of Standards

were also noteworthy.

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# NOTICES

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# **CAPSULE SUMMARY**



## 1. PURPOSE AND SCOPE

At the March 30 meeting of the President's Advisory Committee on the Supersonic Transport, the Chairman requested the Secretary of Commerce to undertake a thorough refinement of the SST Economic Analysis. Particular emphasis was placed on the need for the following:

- a. to apply judgment to narrow the range of uncertainty associated with the various estimates of cost for development, production, and operations of the SST,
- b. to determine the amounts of capital at risk at various critical points in the SST Program,
- c. to determine the profitability to the airlines of operating the SST as compared with that of operating the current subsonic jet, and
- d. to analyze the various alternatives for financing the SST Program.

The first three of these aspects are treated here; the fourth will be treated in a later report.

Taking the form of a prospectus to a board of directors making a major investment decision, this report seeks to do the following:

- a. to present the program alternatives available,
- b. to discuss the attendant policies required for each alternative if it is to earn a suitable return on its program investment,
- c. to indicate that program alternative which appears most likely to yield a suitable return in the competitive environment expected, and
- d. to test the sensitivity of the indicated program choice to variations in critical factors.

## 2. PROGRAM ALTERNATIVES

The alternatives before the SST Advisory Committee at this time are as follows:

- a. continue the SST Program. If so, how—at what pace, with what degree of competition, and with what arrangements for the sharing of risks?

- b. terminate the SST Program in favor of the subsonic aircraft. If so, how—with what attendant policies on reduction of fares, and/or on a moratorium on ~~supersonic technology?~~ *production of commercial supersonic transport*

### 3. PROSPECTUS

A substantial body of information has now been developed to illuminate the range of choice before the SST Advisory Committee. What is "best" for the United States can now only be determined through a complex balancing among conflicting objectives in the face of uncertainty.

#### 3.1 CONTINUATION OF THE SST PROGRAM

The case for continuing the SST Program is very strong. In the actual world of vigorously competing airlines, travelers' preferences determine the use and survival of competing aircraft types, economics permitting. Since the key factor in this preference is speed, the Concorde may be expected to be more attractive to the traveler than the subsonic jet, and the SST more attractive than the Concorde. Displacement of the slower aircraft will additionally occur if, in the view of airline managements, the economics and flexibility of the faster aircraft are reasonably close to those of the slower.

The findings of the SST Economic Analysis may now be summarized:

##### The Aircraft:

The Boeing 733-290 has been validated as technically feasible by a joint FAA-NASA-DOD team.

##### The Market:

On the basis of relative attractiveness to travelers and comparative cost and flexibility, the Boeing SST is

likely to displace the Concorde and the subsonic jets over the principal SST-potential routes, provided the fare differential for the subsonic jets is small (say 10 percent). The expected displacement would create a market by 1980 for 660 SSTs, within a range of 500 to 860.

##### Sonic Boom:

Under the extreme condition that the SST is restricted to overwater operations, the market requirement by 1980 will be for 220 SSTs, within a range of 170 to 290. To the extent that the public is willing to tolerate the higher ambient noise level and the carriers are willing to incur incremental boom costs, this market may be expanded upward toward 660 SSTs.

##### Economic Viability:

The Boeing 733-290 is expected to be economically viable. Supporting detail and sensitivity analyses may be found in the attached supplement. If ORI estimates of operating cost are used, then with subsonic jets at current fares and supersonic jets having a 10 percent differential, Table 3.1 shows the SST returning to U.S. carriers about 30 percent on program cash flows under FAA-ORI conditions, and about 20 percent under PRC-ORI conditions.

"FAA-ORI" is an abbreviation indicating the use of FAA estimates of development and production costs, and ORI estimates of operating cost. In general, the first of the hyphenated terms indicates the source of the development and production cost estimates (or, equivalently, the sales price); the second, the source of the operating cost estimates.

Table 3.1. Relative Profitability of Boeing 733-290, Concorde and Boeing 707-320B

	Percent return on program cash flow					
	Boeing 733-290		Concorde		Boeing 707-320B	
	FAA-ORI	PRC-ORI	MFG-ORI	PRC-ORI	MFG-ORI	
<u>Manufacturers</u>						
Quantity: 200	14	14	-	-	-	-
400	24	24	-	-	-	-
600	29	30	-	-	-	-
<u>U.S. Carriers</u>						
Fare: 1.1 current						
Quantity: 200	36	20	34	6	-	-
400	32	18	33	6	-	-
600	29	17	32	6	-	-
1,152	-	-	-	-	-	-
1,728	-	-	-	-	-	-
Fare: 1.0 current						
Quantity: 200	25	13	22	-1	-	-
400	22	11	21	-1	-	-
600	20	10	21	-1	48	-
1,152	-	-	-	-	42	-
1,728	-	-	-	-	41	-
Fare: 0.9 current						
Quantity: 200	13	4	10	-11	-	-
400	11	3	10	-11	-	-
600	10	3	9	-11	35	-
1,152	-	-	-	-	31	-
1,728	-	-	-	-	30	-

Table 3.1.-Continued

	Percent return on program cash flow				
	Boeing 733-290		Concorde		Boeing 707-320B
	FAA-ORI	PRC-ORI	MFG-ORI	PRC-ORI	MFG-ORI
Fare: 0.8 current					
Quantity: 200	-	-	-	-	-
400	-	-	-	-	-
600	-	-	-	-	22
1,152	-	-	-	-	21
1,728	-	-	-	-	20

With fares reduced somewhat (i.e., subsonic jets at 90 percent of current fares and the same SST differential), SST returns fall about 10 percentage points. The returns shown for any of the aircraft are those expected under the conditions specified, and in the absence of competition from a more attractive aircraft.

Under MFG-ORI conditions (i.e., with the present, presumably subsidized aircraft price), the Concorde is also seen to be economically viable in the absence of competition from the SST.

The corresponding returns with present fares and present load factors (55 percent on domestic routes, and 50 percent on international) for the Boeing 707-320B are seen to run in excess of 40 percent. In competition with a supersonic aircraft and with only a 10 percent fare differential, it is unlikely that these load factors and, hence, returns could be maintained.

#### Program Financing:

The financial requirements for the SST Program appear to be approximately within the combined availability

of funds from the manufacturers and airlines, without major direct Government subvention. Since the availability of funds is that which would exist after all non-SST requirements are met, corporate survival would, in no case, be threatened.

#### Capital at Risk:

As shown in Table 3.2, the capital at risk in the SST Program varies with the source of the estimates of development and production, with the pace and with the phase of the program. Uncertainty as to the cost and performance of the SST will largely be dispelled during flight test of the

Table 3.2 Capital at Risk in SST Program<sup>1</sup>  
(Quantity—200 aircraft)

	Cumulative total manufacturers' costs for development and production (in \$ billions)		
	1972 Program pace FAA-ORI	1974 Program pace PRC-ORI	1974 Program pace FAA-ORI PRC-ORI
At midway point in prototype flight test (yearend 1968)	0.85	1.16	0.76 1.02
At certification (yearend 1972)	3.22	4.60	3.29 4.71
At certification (yearend 1974)	3.22	4.60	— —
	—	—	3.29 4.71

<sup>1</sup>These data are taken from Tables S1.20 and S1.21 in the supplementary information attached.

prototype. At yearend 1968 (midway through flight test), the capital at risk ranges from \$0.85 to \$1.16 billions for the program pace designed to achieve certification in 1972, and from \$0.76 to \$1.02 billions for the 1974 program pace. The difference in capital at risk is in the greater commitments for tooling and long lead items needed early in the 1972 program pace. At the time of certification (1972 or 1974), the capital at risk ranges from about \$3.3 to \$4.7 billions, including that for production tooling and work-in-process.

#### Financing of Production:

The SST is approximately 3 times as productive as the current jet in its capacity for generating available seat-miles per year. Using the FAA estimate, the SST will sell for about 4 times the price of the current jet; using the PRC estimate, the SST will sell for about 5 times that price. The dollar value of work in process to be financed during production of a given seat-mile capacity in a given period of time will therefore range from 40 to 60 percent greater for the SST than for the same seat-mile capacity of current jet. Once successful prototypes have been achieved, the airlines and manufacturers are expected to handle the subsequent production requirements for cash through normal financing methods.

#### Attendant Policies:

The policy issues of pace, competition, and risk-sharing have been discussed at length in the earlier report. Additional sensitivity analyses are included in the attached supplement. The results indicate that a 1974 program pace which is accompanied by even small improvements in operating cost will improve program returns. Competition through certification improves program returns only if accompanied by major improvements in operating cost.

Further discussion, together with an analysis of the risks involved in the SST Program, will be deferred to the report on program financing to be made shortly.

### 3.2 TERMINATION OF THE SST PROGRAM

Our analyses indicate that the SST will displace its competitors unless they are protected by a substantial fare differential. This has been confirmed without reservation by airlines, manufacturers, and others knowledgeable in the industry. If the SST Program were terminated, much the same argument could be made that the Concorde would displace its competitors. The subsonic aircraft will therefore be produced and operated only if policies are followed on a global basis which nullify the threat of Concorde competition. These policies would be tantamount to the following:

- a. The United States would have to follow, and persuade other nations to follow, a policy of rapid and substantial fare reduction. With the Concorde scheduled for delivery in the early 1970's, a fare differential large enough to neutralize the Concorde would have to be established for the subsonic airlines to maintain load factors and secure a suitable return on their investment, if this were still possible at that fare level.
- b. Alternatively, the United States and other advanced nations would have to declare a moratorium on ~~technology leading to supersonic aircraft~~ *technology leading to supersonic aircraft production of commercial supersonic aircraft*. Operating on a global scale, the airlines require the concerted action of the governments of the many nations which they serve. In particular, France and Britain would have to concur in this action, and this would represent a complete reversal of their present Concorde strategy.

# **Cost Benefit Analysis**

## S1. COST-BENEFIT ANALYSIS

The purpose of this supplementary cost-benefit analysis is to amplify the information presented in our earlier report by:

- a. providing measures of the economic merit of various aircraft alternatives in terms of the present worths of their associated program cash flows, as well as the internal rates of return,
- b. comparing program rankings based on a variety of sources of cost estimates,
- c. including the Lockheed L2000-2P aircraft in the program rankings as though the manufacturer's data had been validated by the FAA-NASA-DOD evaluation team,
- d. showing the sensitivity of results to variations in the more critical factors,
- e. showing the cash flows, annual and cumulative, for the manufacturers and U.S. airlines for various quantities of aircraft, as estimated by various sources.

The information presented in Figures A3.6 through A3.23 of our earlier report on the SST Economic Analysis is repeated here, so as to integrate it with the more recent results. All rates of return on program cash flow are again shown before interest and taxes. All present worths of program cash flow are shown at a nominal 20 percent, before interest and taxes.

### S1.1 INTRODUCTION

The cost-benefit analysis presented in our earlier report dealt with the program alternatives in terms of a set of nominal conditions for each aircraft (listed in Table A3.1 of the Summary, and repeated here as Table S1.1), and for sets of variations about these nominal conditions. Particularly important among these nominal conditions were the estimated aircraft price (based on estimates of development and production cost) and the relations used for estimating operating costs. Note also that the nominal conditions used in the earlier report, and in the present report as well, include the assumption that the cost of development is borne by the manufacturer, and later recovered with normal profit in the aircraft sales price—in other words, private development of the SST.

As shown in Table S1.1, the nominal assumptions on aircraft price used for the Boeing 733-290 were based on FAA estimates; those for the other aircraft, on manufacturers' (MFG) estimates. The relations used in the earlier report for estimating the operating costs for the several aircraft were "FAA relations" (i.e., modified Air Transport Association equations for direct costs, and Boeing-Lockheed equations for indirect costs). These nominal conditions will here be defined as the "FAA-FAA conditions"—where the first of the hyphenated terms indicates the source of the development and production cost estimates (or sales price); and the second, the source of the operating cost relations. Analogously, "MFG-FAA conditions" indicate the manufacturer as the source of development and



Table S1.1. Listing of Nominal Conditions for Analysis of Aircraft

Item	Boeing 733-290	Concorde	Boeing 707-320B	Growth Subsonic Jet	Commercial CX-HLS
Utilization	9 hrs/day	9 hrs/day	9 hrs/day	9 hrs/day	9 hrs/day
Load factor	Dom. 90% decreasing to 55% over 5 years; Int'l. 80% decreasing to 50% over 5 years	Same as for SST	Dom. 55% Int'l. 50%	Same as for Boeing 707-320B	Same as for Boeing 707-320B
Growth rate	Base rate	Base rate	Base rate	Base rate	Base rate
Route system	Case IV	Case IV	Case IV	Case IV	Case IV
Fare differential	+ 10%	+ 10%	0	0	- 10%
Aerodynamic data	FAA	Mfr.	Mfr.	Mfr.	Mfr.
Aircraft price	FAA (on 200 aircraft)	Mfr.	Mfr.	Mfr.	Mfr. (on 50 aircraft)
Cost estimating relations	FAA	FAA	FAA	FAA	FAA
Sonic boom	2.0/1.5	2.0/1.5			

production cost estimates, and the FAA as the "source" of the operating cost relations.

Since the estimates of costs for development, production, and operating of future aircraft are subject to considerable uncertainty, we may broaden our perspective by considering the program alternatives over a range which includes the FAA-FAA (or MFG-FAA) conditions, as well as more conservative nominal conditions. These more conservative conditions would prevail if, for example, the PRC estimates were to be realized for development and production costs, and the ORI estimates were realized for operating costs. These latter conditions will here be defined as the "PRC-ORI conditions." An intermediate degree of conservatism would be reflected in "FAA-ORI" conditions—conditions based on FAA estimates for development and production costs; ORI, for operating costs.

The supplementary information will be presented in both graphic and tabular forms, as well as in terms of both rates of return on, and present worths of, program cash flows. One can then use that form of presentation and that criterion of economic merit to which he is accustomed. To assist in the interpretation of the graphic material, many of the figures have been arranged so that one can compare the rates of return on program cash flows for a given situation by scanning down the page. The FAA-FAA (or MFG-FAA) conditions will be found on the upper half of the page; the PRC-ORI conditions on the lower half. By scanning downward, one can see the effects of uncertainties in the various cost estimates. Furthermore, information relating to the rates of return are presented on the left half of the figure on the page; that relating to the present worths on the right half. Finally, adjoining each of the figures will be

an associated table presenting the same information numerically.

## S1.2 PROGRAM RANKING

Figure S1.1 presents the ranking of program alternatives in the form just described:

- a. the pair of graphs in the upper left quadrant show the rates of return for the manufacturers and U.S. carriers, respectively, for FAA-FAA (or MFG-FAA) conditions. (This repeats the results for Figure A3.6.)
- b. the pair in the lower left quadrant show the corresponding rates of returns for the more conservative PRC-ORI conditions.
- c. the pair in the upper right quadrant show the present worths of program cash flows for FAA-FAA (or MFG-FAA) conditions.
- d. the pair in the lower right quadrant show the corresponding present worths for PRC-ORI conditions.

The effects of using the more conservative nominal conditions may readily be seen by scanning down the page, comparing the lower graphs with the upper. For example, the rates of returns and present worths to U.S. carriers for a 200-aircraft program are as listed:

Aircraft type	FAA-FAA or MFG-FAA conditions	PRC-ORI conditions
Percent return to U.S. carriers		
Boeing 733-290	62	20
Commercial CX-HLS <sup>1</sup>	110	36
Concorde	62	6
Present worth to U.S. carriers (in \$ billions)		
Boeing 733-290	1.0	0.0
Commercial CX-HLS <sup>1</sup>	1.5	0.5
Concorde	0.6	-0.4

The wide difference in rate of return (i.e., for the Boeing 733-290, between 62 percent and 20 percent) for the two nominal conditions is attributable to two differences: first, in development and production cost estimates, and second, in operating cost estimates. To assess the relative importance of these two differences, we refer now to Figure S1.2, and note that about one-third of the difference in returns for the Boeing 733-290 stems from the difference in development and production cost estimates, and two-thirds from the difference in operating cost estimates. Our analyses indicate that the estimates of operating cost based on the ORI relations reflect more accurately the actual

<sup>1</sup>PRC equations could be used for production cost, but not for the incremental development cost associated with commercialization. The small incremental development cost of \$69 millions indicated by the manufacturer was used, and hence the returns shown here are undoubtedly overstated.

experience of the airlines than do those based on the FAA relations. If we accept the ORI operating cost relations as the more accurate, then the range of returns on the Boeing 733-290 drops from a 42 percentage point difference between FAA-FAA and PRC-ORI to a 16 percentage point difference between FAA-ORI and PRC-ORI. This latter difference is now entirely attributable to the difference in estimates of development and production costs by FAA and PRC. Summarizing, the most probable range for the rate of return on a 200-aircraft program cash flow to U.S. carriers for the Boeing 733-290 is between 20 and 36 percent (before interest and taxes).

Figure S1.3 shows, under FAA-FAA (or MFG-FAA) conditions, the ranking of the Lockheed L2000-2P relative to the other aircraft. Even when it is assumed that the manufacturer's estimates of cost and performance could be validated, the L2000-2P is seen to be inferior to the Boeing 733-290.

### S1.3 POLICY ISSUES

In formulating its program recommendations to the President, the SST Advisory Committee will be considering the following policy issues:

- Pace of SST Program,
- Degree of competition between manufacturers,
- Risk-sharing between public and private sectors.

The impact of alternative choices, under both FAA-FAA and PRC-ORI conditions, will be examined quantitatively in Figures S1.4 through S1.6.

## Pace

The present pace of the SST Program provides for the initiation of production development and aircraft certification around mid-1968—before flight test is begun; and initiation of production in mid-1969—before 100-hour flight test is complete. A more deliberately paced program might defer major production commitments until more extensive flight experience has been obtained. The justification for the more deliberate pace would presumably be based on one or more of the following factors:

- a. Lower production costs (and hence, aircraft sales price) because of fewer design changes affecting work-in-process and tooling.
- b. Lower costs to manufacturers and/or airlines for retrofitting aircraft already in operation.
- c. Improvements in aircraft performance and operating costs because of more time for design. Not only might these lower operating costs directly increase airlines profits, but they might also increase SST sales and hence, manufacturers' profits.

Offsetting these factors would be the prospect of some loss in aircraft sales to the Concorde because of increased delay in entry of the SST into the market. The net effect on sales for a delayed but improved SST can not be predicted at this time.

Figure S1.4 shows the effect of choosing a more deliberate pace for SST development—one in which a major commitment to production is delayed until after flight test, so that first in-service delivery of the SST might then occur around 1974 rather than 1972. A number of computer runs

were made with varying assumptions as to the degree of improvement in total operating cost which might result with a more deliberately paced program. These covered a range from 0 to 15 percent, the latter representing a major improvement—comparable to that achieved for the current large jets since their entry into service. The figure shows, coupled with the more deliberate pace, the compensatory effect of a nominal 15 percent improvement in total operating cost over the SST Program life. The results suggest that a more deliberate pace may improve the program return.

## Competition

The present approach to the SST Program recommends the early choice of a single manufacturing team (one airframe and one engine manufacturer)—a choice to be made in 1965. Suppose, however, that it were possible to obtain realistic and vigorous competition<sup>1</sup> between two manufacturing teams at least through prototype flight test—a choice to be made in 1969. The spur of such competition may be expected to yield benefits analogous to those for a more deliberate pace: improved performance and lower operating costs. Offsetting these benefits would be higher development costs (about twice as high).

Figure S1.5 shows the effect of competition through certification, coupled with a compensatory 15 percent improvement in total operating cost over the SST Program life. The nominal condition assumes first in-service delivery in 1972. The results suggest that competition through certification can be justified only with a major improvement in aircraft performance. Additional computer runs will be made to test the benefits of competition through flight test on  $\gamma$ .

<sup>1</sup>The problem of realistic competition between manufacturing teams under present circumstances has been raised in section 5.6 of our earlier report.

#### Source of Development Funding

Figure S1.6 shows the influence of various program financing arrangements on rates of return. The nominal case (private development) assumes that the manufacturers fund the development cost, and later recover this cost with normal profit in the aircraft sales price. An alternative arrangement, here labelled "public development," assumes that the Government funds development, and later recovers this cost without profit in the aircraft sales price. The interest on the development cost is not recovered (i.e., no allowance is made for the fact that development costs are incurred early in the program, and recovered later in the aircraft sales). Still a third alternative is that labelled as "development subsidy." This assumes that the Government funds development, and recovers none of the cost. The alternative arrangements labelled "private development" and "development subsidy" establish the limits within which any financing arrangement will fall.

#### S1.4 SENSITIVITY ANALYSIS

Figures S1.7 through S1.12 show the sensitivity to variations in critical factors affecting the program returns for the Boeing 733-290, the commercial CX-HLS, and the Concorde—under both FAA-FAA (or MFG-FAA) conditions and PRC-ORI conditions.

Figure S1.7 shows the sensitivity to variation in utilization in terms of rates of return; Figure S1.8, in terms of present worth (at 20 percent). The nominal assumption for all aircraft is 9 hours of aircraft utilization per day over the program life. Sensitivity was tested with a variation of  $\pm 1$  hour about the nominal. The computer model has now been modified to permit a year-by-year variation in utilization. Additional computer runs are being made to test the effects

of a lower utilization during the initial years of service, and of potential grounding of the aircraft during the initial years due to technical or operational difficulties.

Figure S1.9 shows the sensitivity to variation in load factor in terms of rates of return; Figure S1.10, in terms of present worths. The nominal assumption for the two supersonic aircraft is 90 percent load factor in the first year on domestic routes, then decreasing linearly to 55 percent over 5 years, and remaining at 55 percent for the remainder of the service life; 80 percent initially on international routes, then decreasing to and remaining at 50 percent. This pattern is similar to that experienced during the piston-jet transition. For the commercial CX-HLS, the nominal assumption is 55 percent load factor on domestic routes; 50 percent on international routes. This is comparable to current load factors for the subsonic jet. Our studies indicate that it is highly unlikely that such load factors could be maintained for the subsonic jet operating against a supersonic jet unless it enjoyed a substantial fare differential.

Figure S1.11 shows the sensitivity to variation in fare in terms of rates of return; Figure S1.12, in terms of present worths (at 20 percent). The nominal assumption for the supersonic aircraft is 10 percent above current fare levels; for the commercial CX-HLS, 10 percent below. Although not shown here, the current and growth jets are assumed, in the nominal case, to fly at current fare levels. The lower fare level is postulated for the CX-HLS because the service is expected to be less luxurious in nature than the current or growth jets. The figures show the returns at several fare levels in addition to the nominal.

Figures S1.13 through S1.19 show the sensitivity to variations in other critical factors, but only under the

FAA-FAA (or MFG-FAA) conditions. Figure S1.13 shows the sensitivity to variation in aircraft sales price in terms of rates of return; Figure S1.14, in terms of present worths (at 20 percent). The nominal assumption is the FAA price estimate for the SST, and the manufacturer's price estimates for the commercial CX-HLS and Concorde.

Figure S1.15 shows the effects of sonic boom assuming that the SST operates under one of the following sets of conditions:

- a. with the nominal flight profile causing 2.0 pound per square foot overpressure during acceleration, and 1.5 pound during cruise (here labeled  $\Delta P = 2.0/1.5$ ), or
- b. with a flight profile causing a  $\Delta P = 2.5/1.7$  pound per square foot overpressure, or
- c. with one flight profile causing  $\Delta P = 2.0/1.5$  for route segments up to 2500 miles in length (these would account for most routes over populated areas), and a second profile causing  $\Delta P = 2.5/1.7$  for the longer route segments (these are primarily the overwater routes), or
- d. only on the overwater routes.

Figure S1.16 shows the effects of payload-range restrictions. The nominal case is the payload-range curve as validated by the FAA-NASA-DOD team. Full payload (48,600 pounds) can be carried over route distances of about 3250 statute miles. Beyond that distance, payload capability falls off to 25,500 pounds at 4000 statute miles. The removal of this restriction increases the returns to the carriers. More recent manufacturer's data suggests that the restriction can be removed.

Figure S1.17 shows the effects of rather extreme assumptions as to elevated ambient temperatures at which engine efficiency decreases. The returns are shown for the standard day temperature, and for a temperature higher by 20° Fahrenheit. Since only some of the routes will actually be experiencing elevated temperatures at any given season of the year, the assumption that the entire system will experience elevated temperatures over the life of the program is seen to be quite extreme.

Figure S1.18 shows the effect of not carrying revenue cargo. The nominal case assumes that the costs are incurred, and that revenues are derived for 3000 pounds of cargo; the other case assumes no costs or revenues from cargo.

Figure S1.19 shows the effects of a high load factor in the initial years of service. The earlier discussion attending Figures S1.9 and S1.10 indicated that the Boeing 733-290, because of its speed advantage and novelty, might be expected to operate with a load factor significantly higher than normal. The returns are shown with and without this initial advantage. The difference in the returns, being quite significant in size, points up why airlines have the incentive to replace the older aircraft with the newer and faster—the aircraft which the passenger appears to prefer.

## S1.5 COMPARATIVE CASH FLOWS

Tables S1.20 through S1.27 present cash flow information relating to the SST Program. All cash flows are in millions of dollars. The first two, Tables S1.20 and S1.21, present manufacturers' cash flows for the 200-aircraft program for the 1972 and 1974 program pace, respectively. Each table presents the flows in accordance with both FAA



and PRC estimates of cost for development and production. The first pair of columns, labelled "Development Cost" indicates the annual and cumulative cash requirements for development. Since the nominal case assumes private development, the "Manufacturers' Development Outlay" columns are identical with the "Development Cost" columns, respectively. The other column headings are self-explanatory.

The cumulative capital at risk in the early stages of the SST Program (up to and including certification) may be read from Tables S1.20 and S1.21 year-by-year in the column labelled "Total Manufacturers' Cost." These represent the total program outlays to any given point in time during the early years.

Tables S1.22 and S1.23 show the cash flows for the U.S. carriers for the 200-aircraft program for the 1972 program pace, and at fare levels 1.1 and 1.0 times current, respectively. Also shown is a pair of columns labelled "U.S. Interest in SST Program," which represents the net cash flows for the manufacturers and U.S. carriers combined. Again the flows are shown on the basis of several

estimates—under FAA-FAA, FAA-ORI, and PRC-ORI conditions. "Acquisition Cost" includes both initial equipment and parts, as well as maintenance materials.

Tables S1.24 and S1.25 show the cash flows for the U.S. carriers for the 400-aircraft program in a manner similar to Tables S1.22 and S1.23, respectively; Tables S1.26 and S1.27 show the cash flows for the U.S. carriers for the 600-aircraft program.

Tables S1.28 through S1.33 show the cash flows for U.S. carriers for quantities of Boeing 707-320B having seat-mile capacities comparable to those presented earlier for the Boeing SST. Again the flows are shown at two fare levels and on the basis of two estimates—under MFG-FAA and MFG-ORI conditions.

In comparing cash flows of the SST with the Boeing 707-320B, one must take care to use the same estimator, comparable quantities of aircraft (200 SSTs with 600 subsonics, 400 SSTs with 1152 subsonics, and 600 SSTs with 1728 subsonics), and appropriate combinations of fares (1.1 SST with 1.0 subsonic, and 1.0 SST with 0.9 subsonic).

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG

Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC or MFG

Operating Costs : ORI

Table S1.2. Ranking of Alternative Programs

Table 2a. Degree of Market Success Required for a Given Internal Rate of Return  
(Before Interest and taxes)

Manufacturers	Rate of Return					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	37	59	87			
Boeing 733-290	11		14			29
Lockheed L2000-2P	49		12		24	31
Concorde						

U.S. Carriers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B				65	68	71
Growth subsonic				67	70	77
Commercial CX-HLS	106	107	108			
Boeing 733-290	59		62		58	51
Lockheed L2000-2P	47		51		44	39
Concorde	57		62		60	60

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	45	70	109			
Boeing 733-290	11		14		24	30
Lockheed L2000-2P						
Concorde						

U.S. Carriers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B				44	46	48
Growth subsonic				44	47	51
Commercial CX-HLS	36	36	36			
Boeing 733-290	20		20		18	17
Lockheed L2000-2P	1		6		6	6
Concorde						

Table 2b. Degree of Market Success Required for a Given Present Worth  
(at 20 percent and before taxes)

Manufacturers	Present Worth (\$ Billions)			
	50	100	200	240
Boeing 707-320-B				
Growth subsonic				
Commercial CX-HLS	0.61	0.05	0.12	
Boeing 733-290	-0.70		-0.31	
Lockheed L2000-2P	-1.00		-0.51	
Concorde				

U.S. Carriers	Number of Aircraft			
	50	100	200	240
Boeing 707-320-B				
Growth subsonic				
Commercial CX-HLS	0.49	0.89	1.52	
Boeing 733-290	0.38		0.97	
Lockheed L2000-2P	0.30		0.88	
Concorde	0.21		0.56	

Manufacturers	Number of Aircraft			
	50	100	200	240
Boeing 707-320-B				
Growth subsonic				
Commercial CX-HLS	0.03	0.10	0.23	
Boeing 733-290	-0.97		-0.42	
Lockheed L2000-2P				
Concorde				

U.S. Carriers	Number of Aircraft			
	50	100	200	240
Boeing 707-320-B				
Growth subsonic				
Commercial CX-HLS	0.15	0.29	0.50	
Boeing 733-290	0		0	
Lockheed L2000-2P	-0.19		-0.40	
Concorde				



Table S1.2. Ranking of Alternative Programs

Table 2a. Degree of Market Success Required for a Given Internal Rate of Return  
(Before interest and taxes)

Manufacturers	Rate of Return					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	37	59	87			
Boeing 733-290	-11		14		24	29
Lockheed L2000-2P	-49		12		24	31
Concorde						

TS FOR :

AA or MFG

AA

U.S. Carriers

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	106	107	108	65	68	71
Boeing 733-290	59		62	67	70	77
Lockheed L2000-2P	47		51			58
Concorde	57		62			60

TS FOR :

Manufacturers

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	45	70	109			
Boeing 733-290	-11		14		24	30
Lockheed L2000-2P						
Concorde						

PRC or MFG

U.S. Carriers

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	36	36	36	44	46	44
Boeing 733-290	20		20	44	47	51
Lockheed L2000-2P						18
Concorde	1		6		6	6

Table 2b. Degree of Market Success Required for a Given Present Worth of Program Cash Flow  
(at 20 percent and before taxes)

Manufacturers	Present Worth (\$ Billions)					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	0.01	0.05	0.12			
Boeing 733-290	-0.70		-0.31		0.20	0.71
Lockheed L2000-2P	-1.00		-0.51		0.27	1.02
Concorde						

U.S. Carriers

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	0.49	0.89	1.52	1.39	1.81	1.56
Boeing 733-290	0.38		0.97			2.24
Lockheed L2000-2P	0.30		0.88			1.47
Concorde	0.21		0.56			1.22

Manufacturers

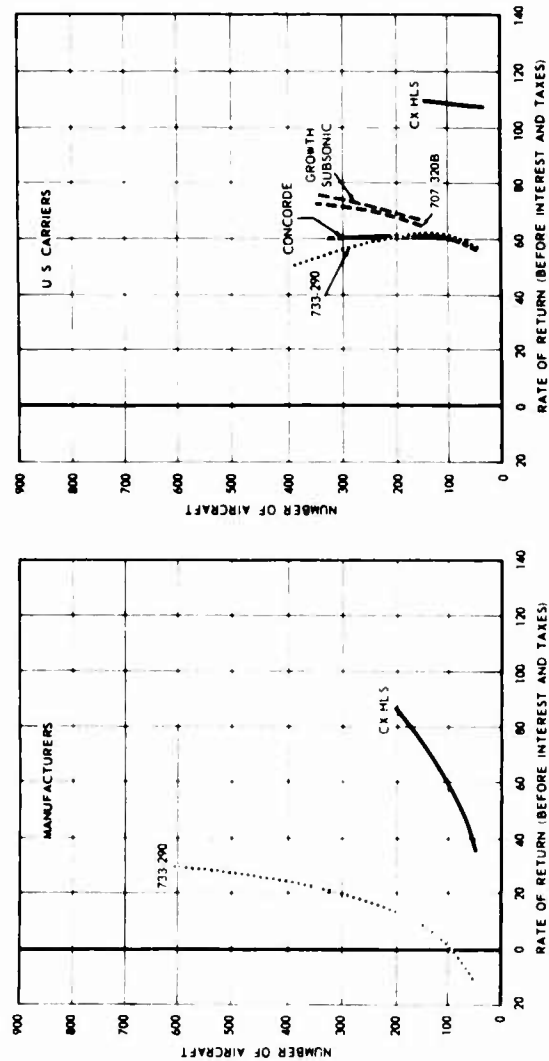
Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	0.03	0.10	0.23			
Boeing 733-290	-0.97		-0.42		0.31	1.04
Lockheed L2000-2P						
Concorde						

U.S. Carriers

Manufacturers	Number of Aircraft					
	50	100	200	240	360	600
Boeing 707-320-B						
Growth subsonic						
Commercial CX-HLS	0.15	0.29	0.50	0.51	0.67	0.85
Boeing 733-290	0		0	0.71	0.96	1.21
Lockheed L2000-2P						-0.12
Concorde	-0.19		-0.40		-0.67	-0.89

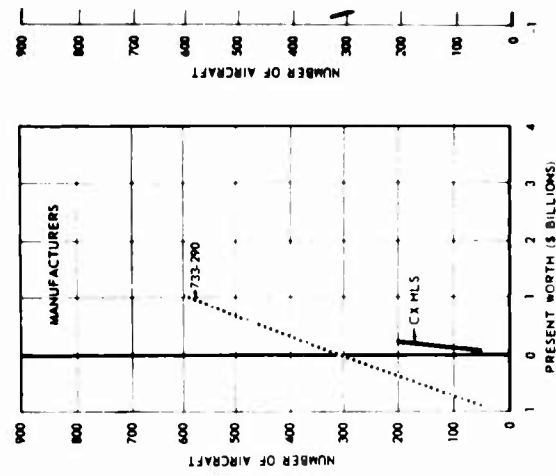
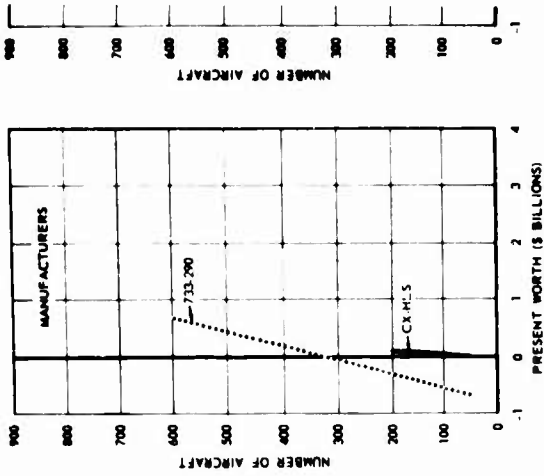
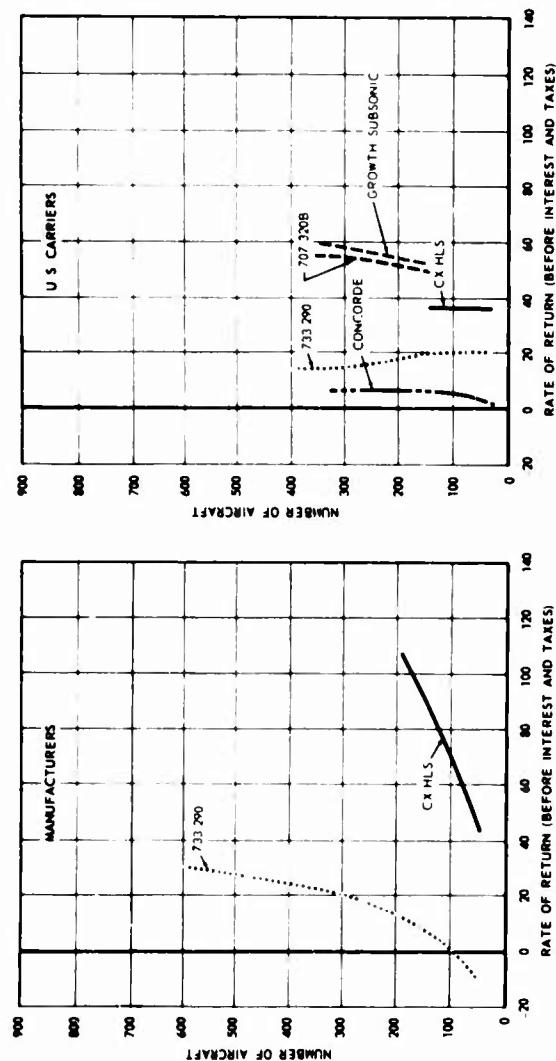
**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA**



**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : PRC or MFG  
Operating Costs : ORI**



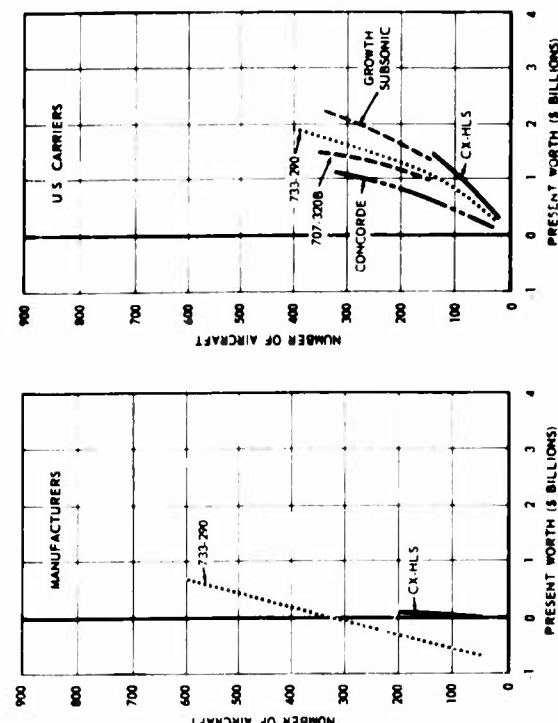
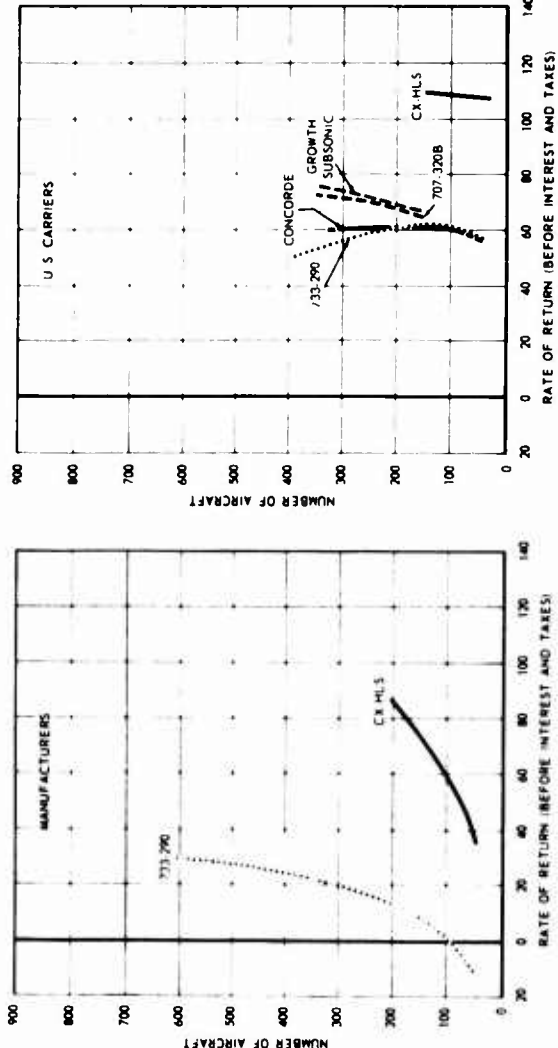
Degree of market success required for a given internal rate of return (before interest and taxes)

Degree of market success required for a given present worth of program

**Figure S1.1. Ranking of Alternative Programs**

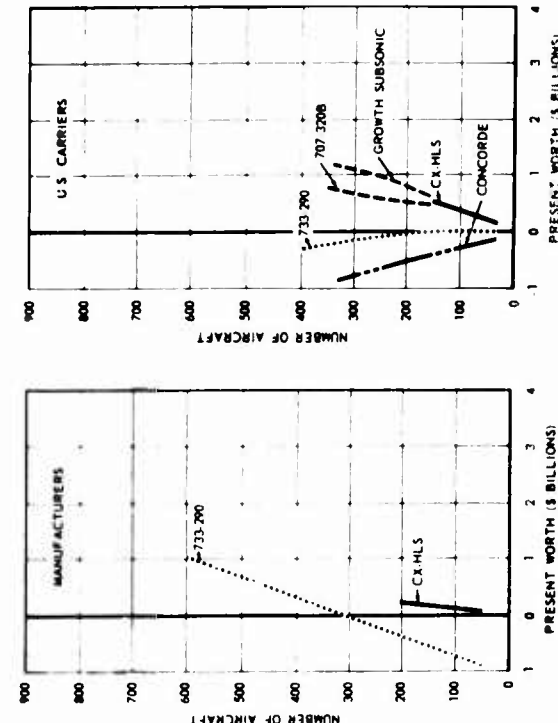
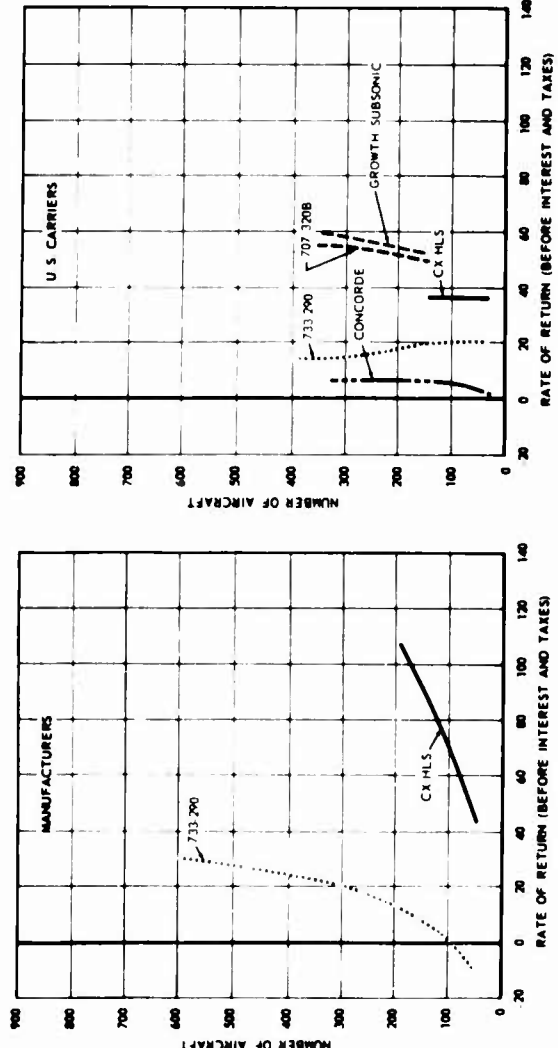
FOR :

A or MFG



FOR :

or MFG



Degree of market success required for a given present worth of program (sub flow at 20 percent and before taxes)

Figure S1.1. Ranking of Alternative Programs

Table S1.3. Sensitivity of SST Program Ranking to Variation in Source of Data Input

Return on Investment  
Boeing 733-290

Manufacturers

Source of data input	Number of Aircraft			
	50	200	400	600
Nominal FAA-FAA	-11	14	24	29
FAA-ORI	-11	14	24	29
PRC-ORI	-11	14	24	30

U.S. Carriers

Source of data input	Number of Aircraft			
	50	200	400	600
Nominal FAA-FAA	59	62	58	51
FAA-ORI	37	36	32	29
PRC-ORI	20	20	18	17

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs :

Operating Costs :

Manufacturers

Source of data input	Number of Aircraft			
	50	200	400	600
Nominal FAA-FAA	-0.70	-0.31	0.20	0.71
FAA-ORI	-0.70	-0.31	0.20	0.71
PRC-ORI	-0.97	-0.42	0.31	1.04

U.S. Carriers

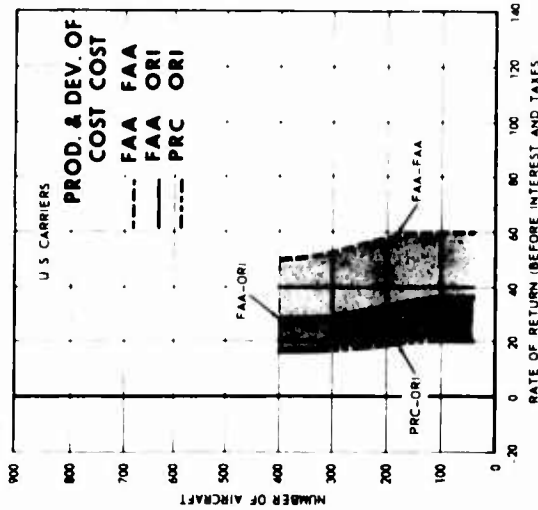
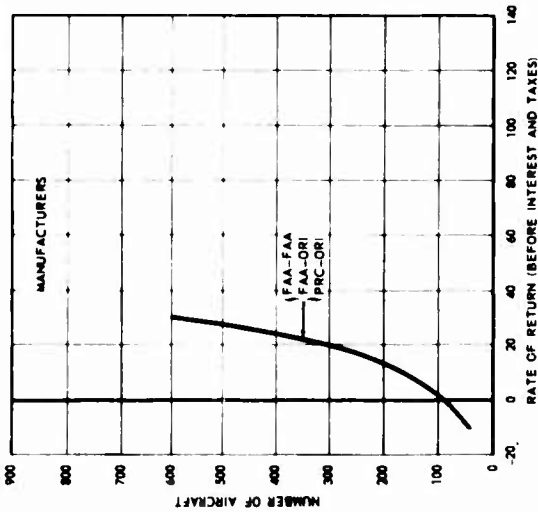
Source of data input	Number of Aircraft			
	50	200	400	600
Nominal FAA-FAA	0.38	0.97	1.47	1.92
FAA-ORI	0.15	0.35	0.46	0.54
PRC-ORI	0	0	-0.12	-0.34

Development and  
Production Costs :

Operating Costs :

# SOURCE OF DATA INPUT VARIED

BOEING 733-290



SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : VARIED

Operating Costs : VARIED

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : VARIED

Operating Costs : VARIED

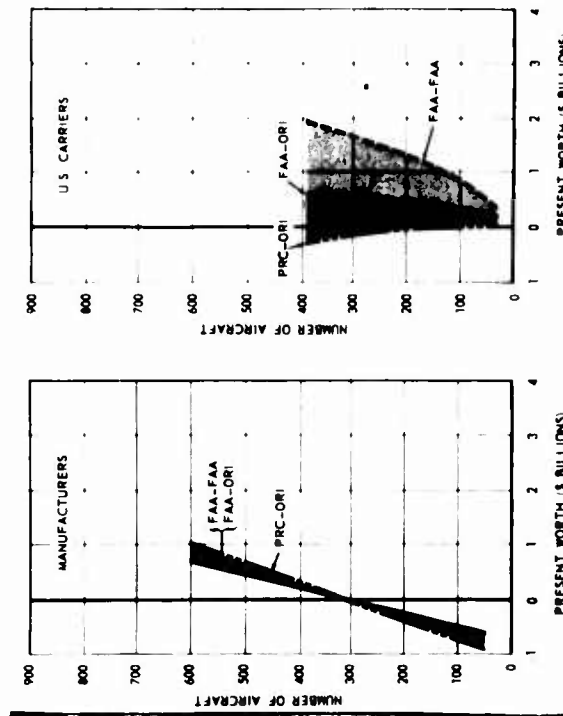


Figure S1.2. Sensitivity of SST Program Ranking to Variation in Source of Data Input

S1-5

CONFIDENTIAL

# SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA

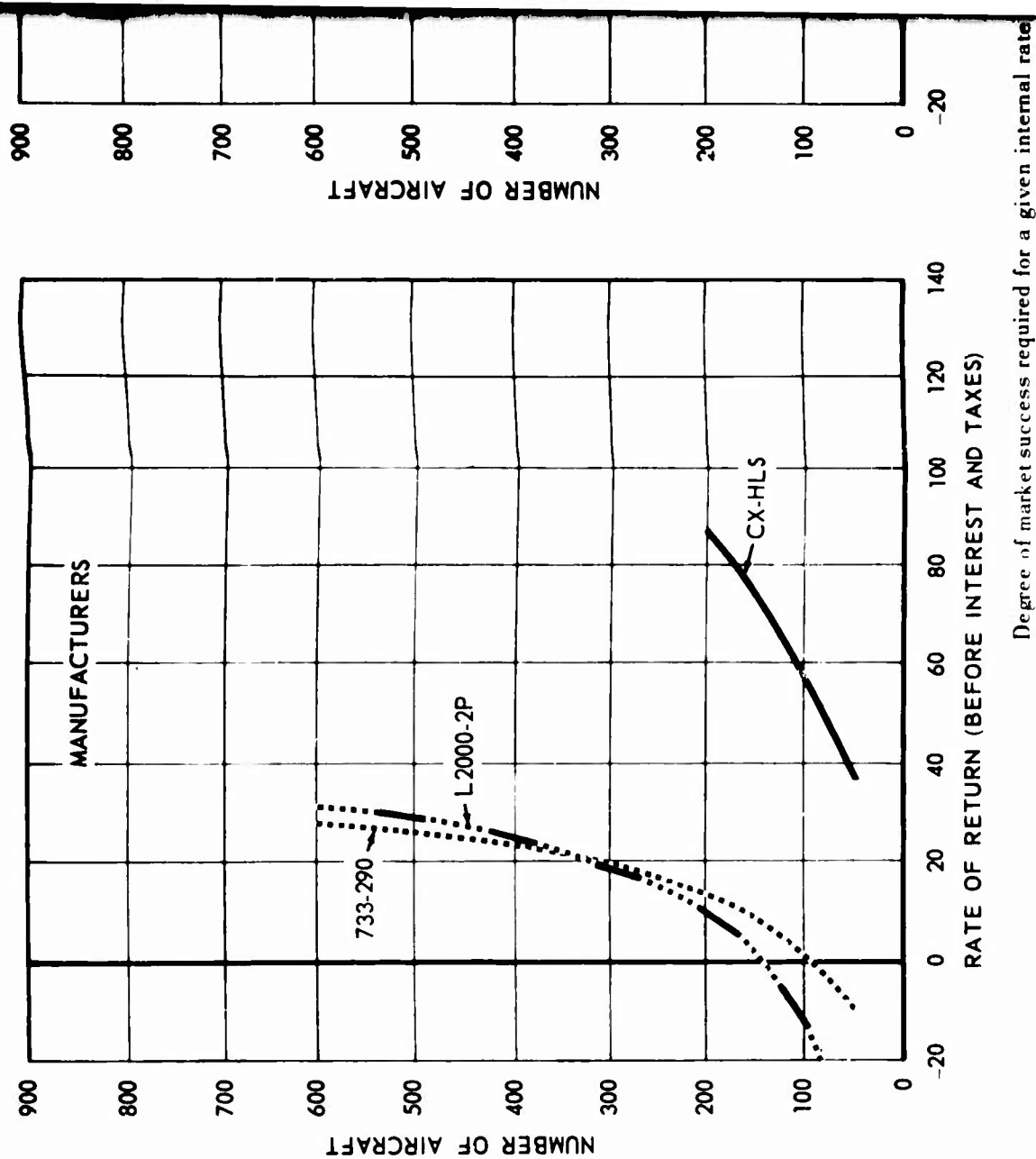
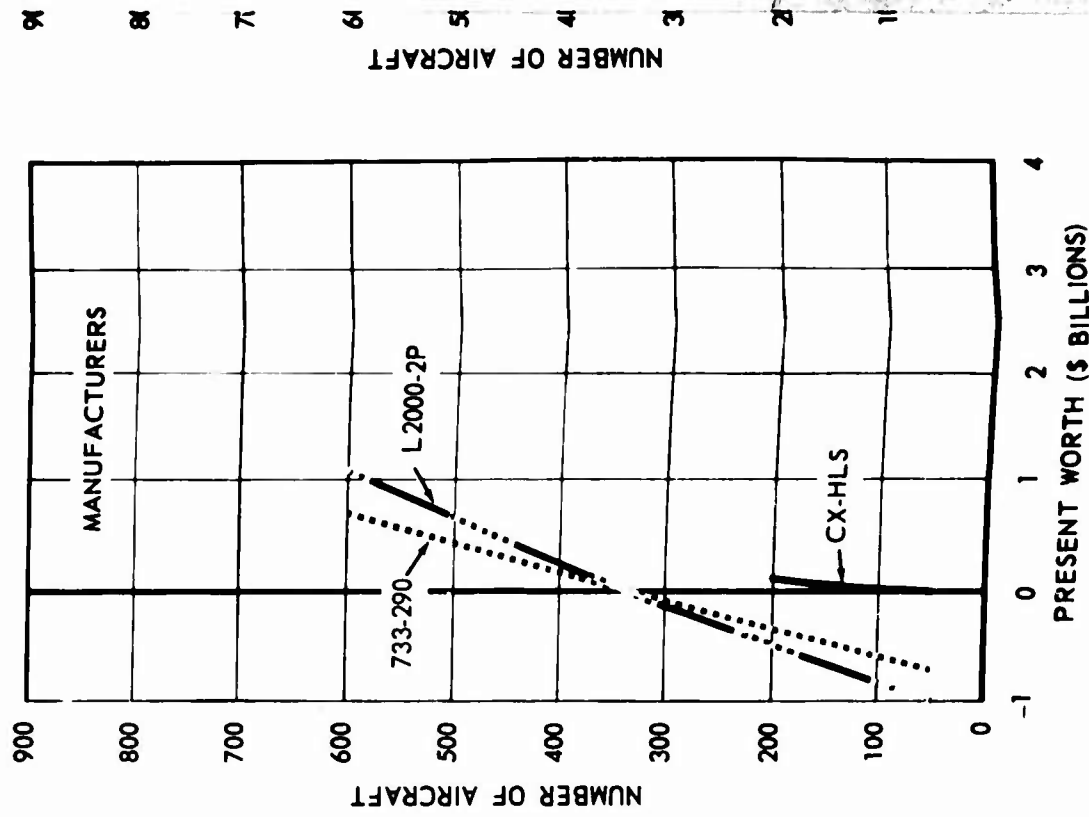
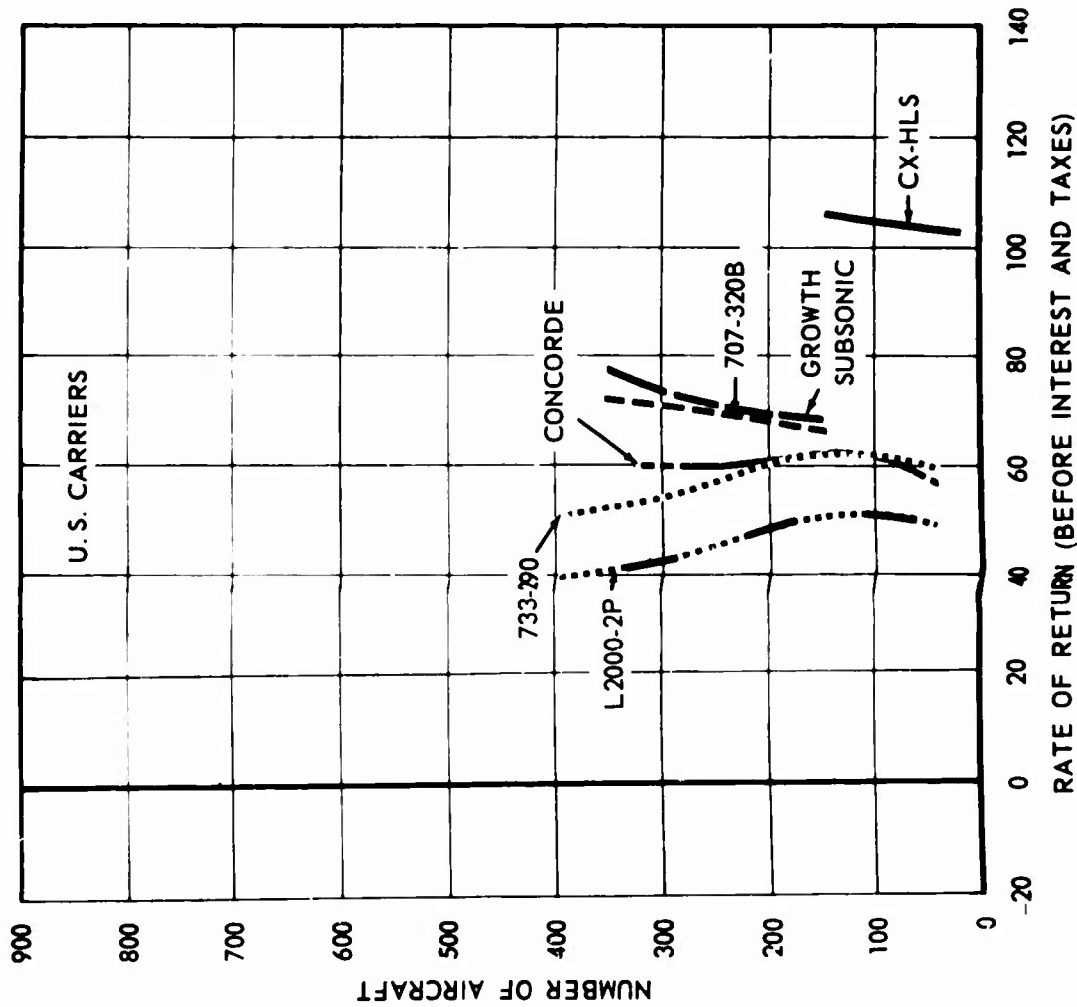


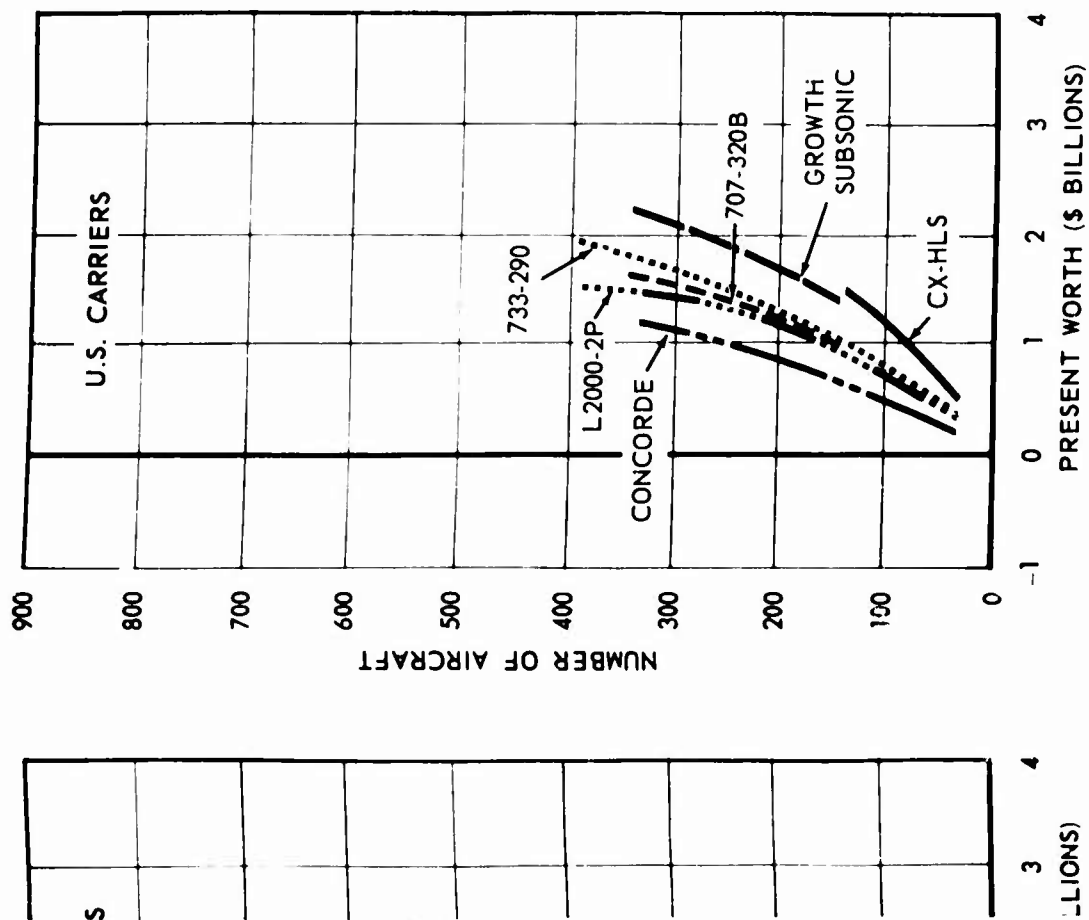
Figure S1.3. R



required for a given internal rate of return (before interest and taxes).

Degree of market success required for a given present worth of pro

Figure S1.3. Ranking of Lockheed SST Design



given present worth of program cash flow (at 20 percent and before taxes).



Table S1.4. Sensitivity of SST Program Returns to Variation in Program Pace

a. Variation in Market Success and in Internal Rate of Return for Boeing 733-290

b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Manufacturers                      Rate of Return

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	-11	14	24	29
Pace 1974	-10	11	20	24
Pace 1974 15% T.O.C.	-10	11	20	24

U.S. Carriers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	59	62	58	51
Pace 1974	58	62	61	52
Pace 1974 15% T.O.C.	65	70	70	59

Manufacturers                      Present Worth (\$ Billions)

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	-.70	-.31	-.20	.71
Pace 1974	-.68	-.41	-.06	.30
Pace 1974 15% T.O.C.	-.68	-.41	-.06	.30

U.S. Carriers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	.38	.97	1.47	1.92
Pace 1974	.26	.65	1.01	1.36
Pace 1974 15% T.O.C.	.32	.80	1.26	1.74

Manufacturers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	-11	14	24	30
Pace 1974	-10	12	20	25
Pace 1974 15% T.O.C.	-10	12	20	25

U.S. Carriers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	20	20	18	17
Pace 1974	20	21	20	18
Pace 1974 15% T.O.C.	28	30	29	26

Manufacturers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	-.97	-.42	.31	1.04
Pace 1974	-.94	-.55	-.50	.46
Pace 1974 15% T.O.C.	-.94	-.55	-.50	.46

U.S. Carriers

Program pace	Number of Aircraft			
	50	200	400	600
Nominal 1972	0	0	-.12	-.34
Pace 1974	0	0	-.34	-.18
Pace 1974 15% T.O.C.	.07	.21	.31	.33

SOURCES OF DATA INPUTS FOR :

- Development and Production Costs : FAA
- Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

- Development and Production Costs : PRC
- Operating Costs : ORI

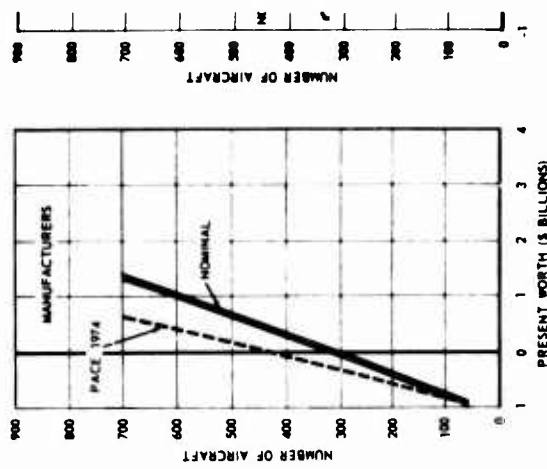
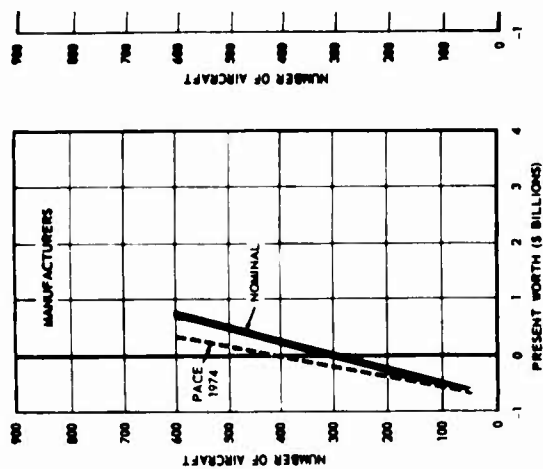
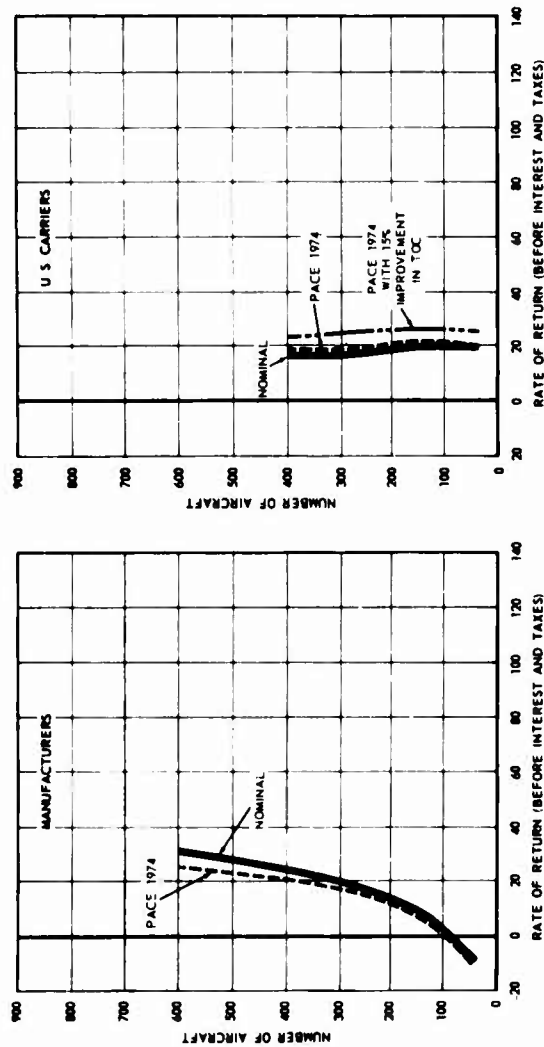
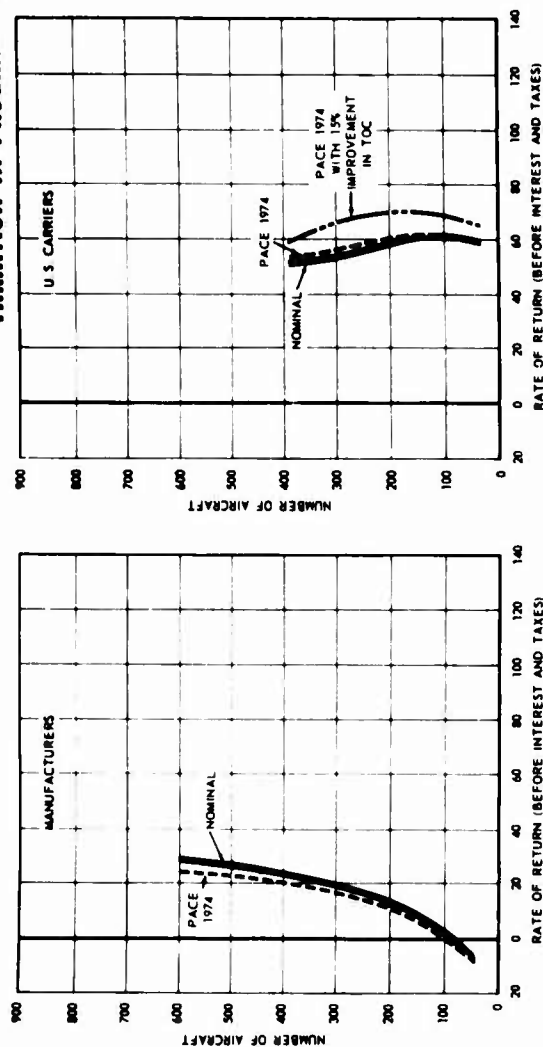
**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : FAA  
Operating Costs : FAA**

**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : PRC  
Operating Costs : ORI**

**VARIATION IN PROGRAM PACE**



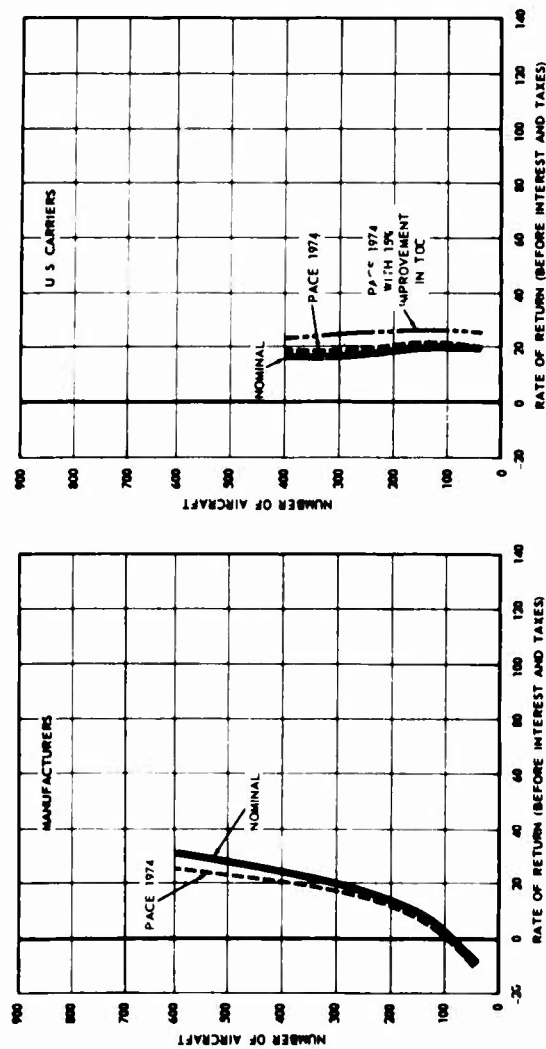
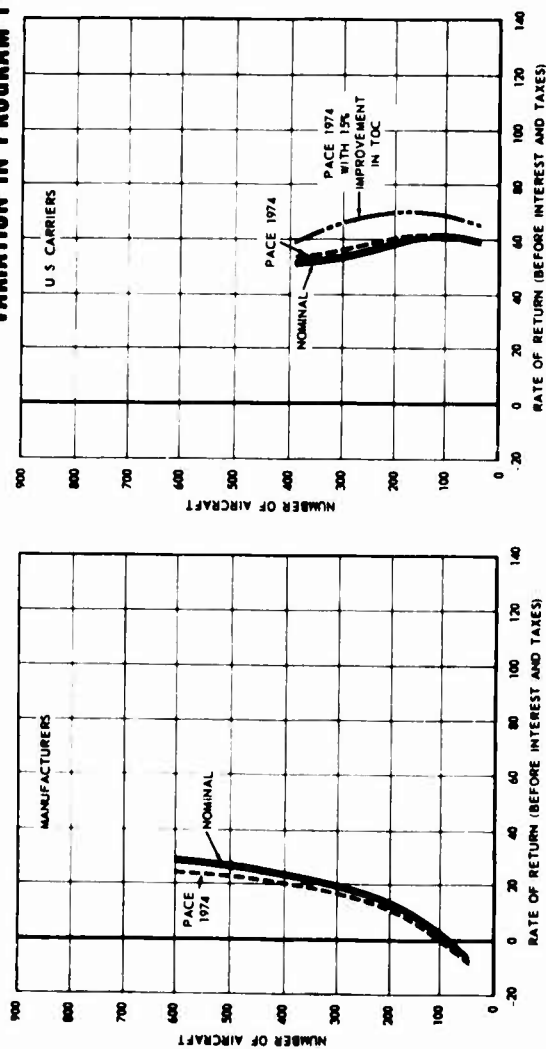
Variation in market returns and present worth of program cash flow (a 20

Variation in market returns and in internal rate of return for Boeing 733-200

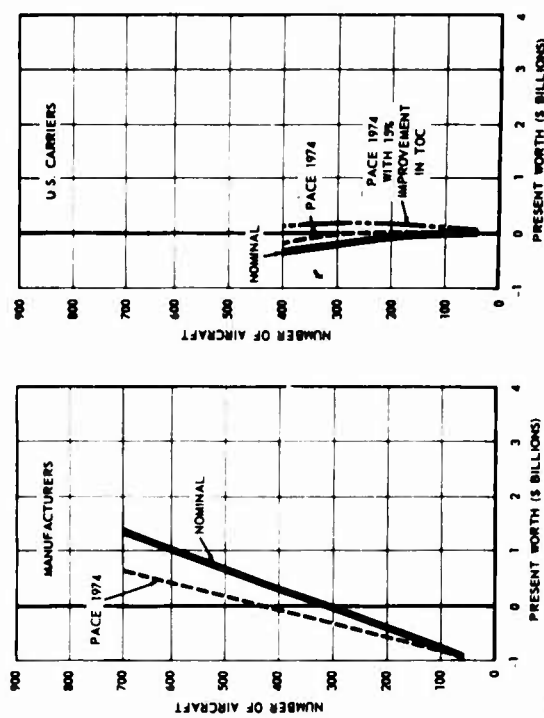
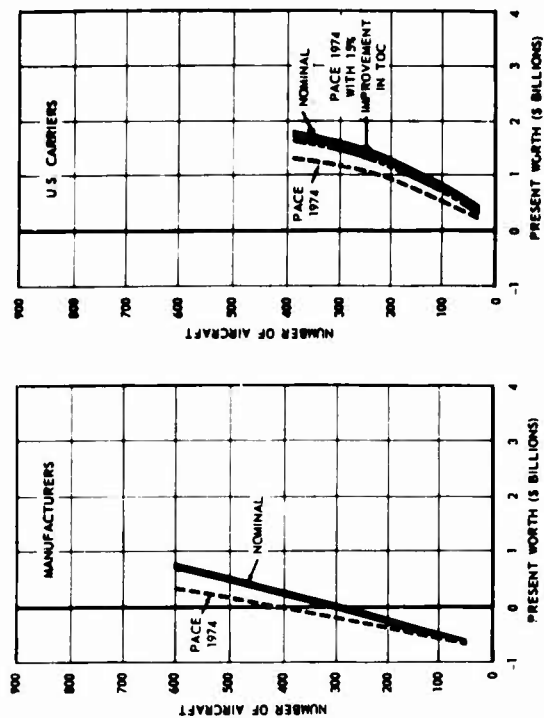
**Figure S1.4. Sensitivity of SST Program Returns to Variation in Program Pace**

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### VARIATION IN PROGRAM PACE



Variation in market success and in internal rate of return for Boeing 733-200



Variation in market success and present worth of program cash flow (at 20 percent and before taxes) for Boeing 733-200

Figure S1.4. Sensitivity of SST Program Returns to Variation in Program Pace

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Table S1.5. Sensitivity of SST Program Returns to Variation in Degree of Competition Between Manufacturers

a. Variation in Market Success and in Interest Rate of Return for Boeing 733-290  
b. Variation in Market Success and Present Cash Flow (at 20 percent and before taxes)

SOURCES OF DATA INPUTS FOR :  
  
Development and  
Production Costs : FAA  
  
Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :  
  
Development and  
Production Costs : PRC  
  
Operating Costs : ORI

Manufacturers		Rate of Return		Present Worth (\$ Billion)	
Competition between manufacturers		Number of Aircraft		Competition between manufacturers	
Nominal	50	200	400	50	-0.70
Dual dev.	-11	14	24	-1.24	-1.24
Dual dev. 15% Imp. T.O.C.	-10	12	22	-1.24	-1.24

U.S. Carriers		Rate of Return		Present Worth (\$ Billion)	
Competition between manufacturers		Number of Aircraft		Competition between manufacturers	
Nominal	50	200	400	50	0.38
Dual dev.	59	62	58	0.22	0.22
Dual dev. 15% Imp. T.O.C.	43	45	41	0.35	0.35

Manufacturers		Rate of Return		Present Worth (\$ Billion)	
Competition between manufacturers		Number of Aircraft		Competition between manufacturers	
Nominal	50	200	400	50	-0.98
Dual dev.	-11	14	24	-1.69	-1.69
Dual dev. 15% Imp. T.O.C.	-9	14	23	-1.69	-1.69

U.S. Carriers		Rate of Return		Present Worth (\$ Billion)	
Competition between manufacturers		Number of Aircraft		Competition between manufacturers	
Nominal	50	200	400	50	0
Dual dev.	20	20	18	-0.17	-0.17
Dual dev. 15% Imp. T.O.C.	10	12	10	-0.07	-0.07

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Table S1.5. Sensitivity of SST Program Returns to Variation in Degree of Competition Between Manufacturers

a. Variation in Market Success and in Interest Rate of Return for Boeing 733-290

b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-290

DATA INPUTS FOR :

ment and  
on Costs : FAA  
g Costs : FAA

Manufacturers	Competition between manufacturers	Rate of Return			Competition between manufacturers	Present Worth (\$ Billions)		
		50	200	400		50	200	400
	Nominal	-11	14	24	Nominal	-0.70	-0.31	0.20
	Dual dev.	-10	12	22	Dual dev.	-1.24	-0.62	0.14
	Dual dev. 15% Imp. T.O.C.	-10	12	22	Dual dev. 15% Imp. T.O.C.	-1.24	-0.62	0.14

Competition between manufacturers	Number of Aircraft			
	50	200	400	600
Nominal	0.38	0.97	1.47	1.92
Dual dev.	0.22	0.72	1.06	1.32
Dual dev. 15% Imp. T.O.C.	0.35	0.94	1.43	1.85

DATA INPUTS FOR :

ment and  
on Costs : PRC  
g Costs : ORI

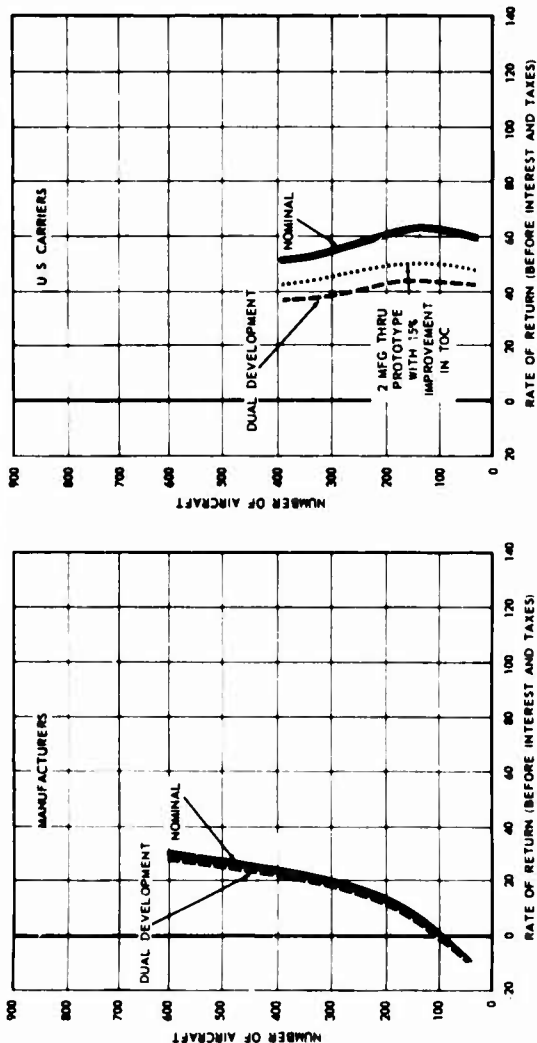
Competition between manufacturers	Number of Aircraft				Competition between manufacturers	Number of Aircraft			
	50	200	400	600		50	200	400	600
Nominal	-11	14	24	30	Nominal	-0.98	-0.42	0.31	1.04
Dual dev.	- 9	14	23	28	Dual dev.	-1.69	-0.75	0.39	1.47
Dual dev. 15% Imp. T.O.C.	- 9	14	23	28	Dual dev. 15% Imp. T.O.C.	-1.69	-0.75	0.39	1.47

Competition between manufacturers	Number of Aircraft				
	50	200	400	600	
Nominal	0	0	-0.12	-0.34	
Dual dev.	-0.17	-0.37	-0.73	-1.24	
Dual dev. 15% Imp. T.O.C.	-0.07	-0.07	-0.22	-0.52	

## COMPETITION BETWEEN MANUFACTURERS

### SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA  
Operating Costs : FAA



### SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC  
Operating Costs : ORI

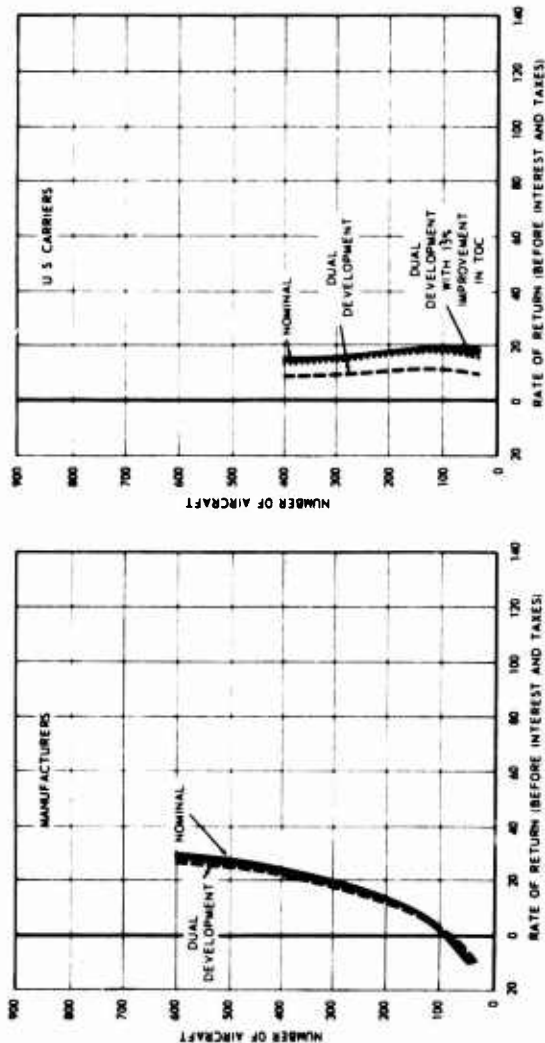
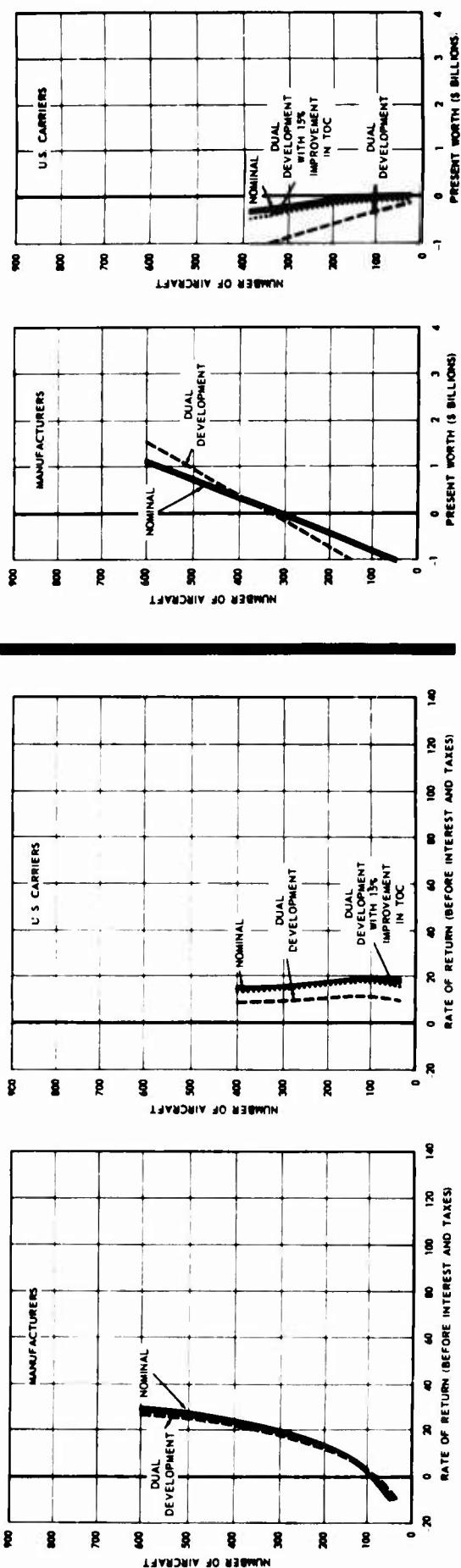
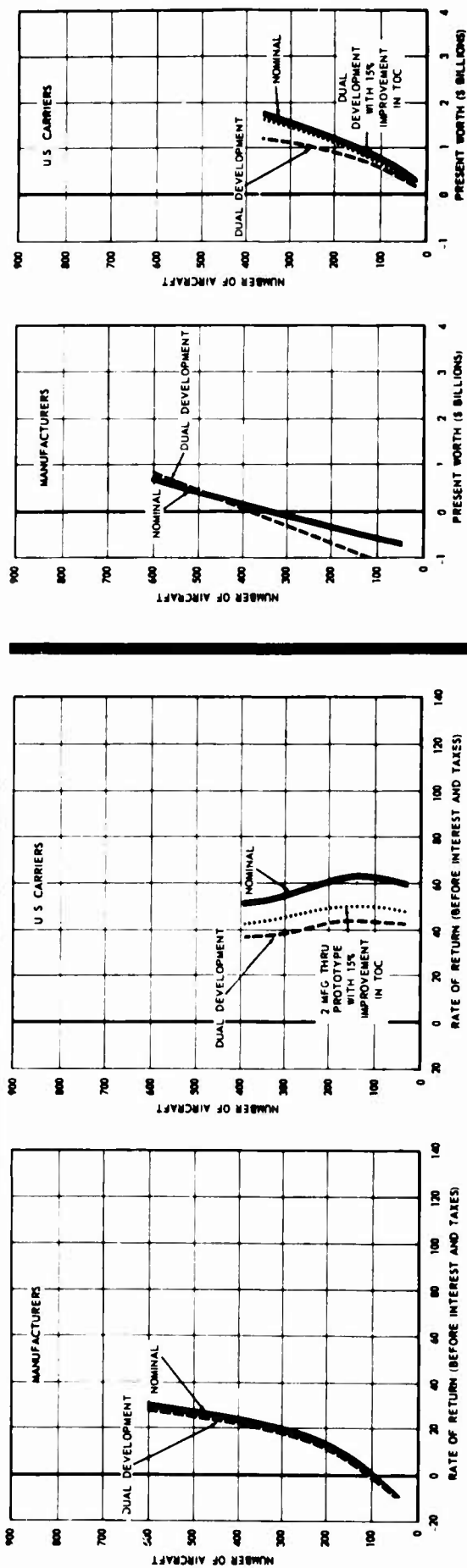


Figure S1.5. Sensitivity of SST Program Returns to Variation in Degree of Competition Between Manufacturers

# CONFIDENTIAL COMPETITION BETWEEN MANUFACTURERS



Variation in market success and present worth of program cash flow (at 20 percent and before taxes) for Boeing 733-290

Figure S1.5. Sensitivity of SST Program Returns to Variation in Degree of Competition Between Manufacturers

**Table S1.6. Sensitivity of SST Program Returns to Variation in Source of Development Funding**

a. Variation in Market Success and in Internal Rate of Return for Boeing 733-290

b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-200

Manufacturers	Source of Dev. Funding	Rate of Return			
		Number of Aircraft			
		50	200	400	600
	Nominal Priv.	-11	14	24	29
	Pub.	-17	15	28	36

## U.S. Carriers

Source of Dev. Funding	Number of Aircraft				
	50	200	400	600	
Nominal Priv.	59	62	58	51	
Pub.	62	65	61	54	
Dev. Subsidy	85	92	87	76	

Manufacturers	Present Worth (\$ Billions)		
	Number of Aircraft		
Source of Dev. Funding	50	200	400
Nominal Priv.	-0.70	-0.31	0.20
Pub.	-0.23	-0.74	0.18

## U.S. Carriers

Source of Dev. Funding	Number of Aircraft		
	50	200	400
Nominal Priv.	0.38	0.97	1.47
Pub.	0.40	1.00	1.52
Dev. Subsidy	0.48	1.19	1.84

Source of Dev. Funding	Number of Aircraft				
	50	200	400	600	
Nominal Priv.	-11.0	14.0	24.0	30.0	
Pub.	-19.0	15.0	27.0	35.0	

## U.S. Carriers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	20.0	20.0	18.0	17.0
Pub.	24.0	24.0	21.0	19.0
Dev. Subsidy	34.0	33.0	29.0	26.0

Source of Dev. Funding	Number of Aircraft		
	50	200	400
Nominal Priv.	-0.97	-0.42	0.31
Pub.	-0.38	-0.12	0.25

## U.S. Carriers

Source of Dev. Funding	Number of Aircraft		
	50	200	400
Nominal Priv.	0	0	-0.12
Pub.	0.65	0.10	0.05
Dev. Subsidy	0.14	0.30	0.35

## SOURCES OF DATA INPUTS FOR :

**Development and Production Costs : FAA**

## Operating Costs : FAA

## SOURCES OF DATA INPUTS FOR :

**Development and  
Production Costs : PRC**

## Operating Costs : ORI



Table S1.6. Sensitivity of SST Program Returns to Variation in Source of Development Funding

- a. Variation in Market Success and in Internal Rate of Return for Boeing 733-290
- b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Manufacturers	Rate of Return				
Source of Dev. Funding	Number of Aircraft				
	50	200	400	600	
Nominal Priv.	-11	14	24	29	
Pub.	-17	15	28	36	

U S. Carriers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	59	62	58	51
Pub.	62	65	61	54
Dev. Subsidy	85	92	87	76

Manufacturers	Source of Dev. Funding	Number of Aircraft			
		50	200	400	600
	Nominal Priv.	-0.70	-0.31	0.20	0.71
	Pub.	-0.23	-0.74	0.18	0.47

U.S. Carriers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	0.38	0.97	1.47	1.92
Pub.	0.40	1.00	1.52	2.00
Dev. Subsidy	0.48	1.19	1.84	2.47

Manufacturers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	-11.0	14.0	24.0	30.0
Pub.	-19.0	15.0	27.0	35.0

U.S. Carriers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	20.0	20.0	18.0	17.0
Pub.	24.0	24.0	21.0	19.0
Dev. Subsidy	34.0	33.0	29.0	26.0

Manufacturers

Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	-0.97	-0.42	0.31	1.04
Pub.	-0.38	-0.12	0.25	0.70

U.S. Carriers

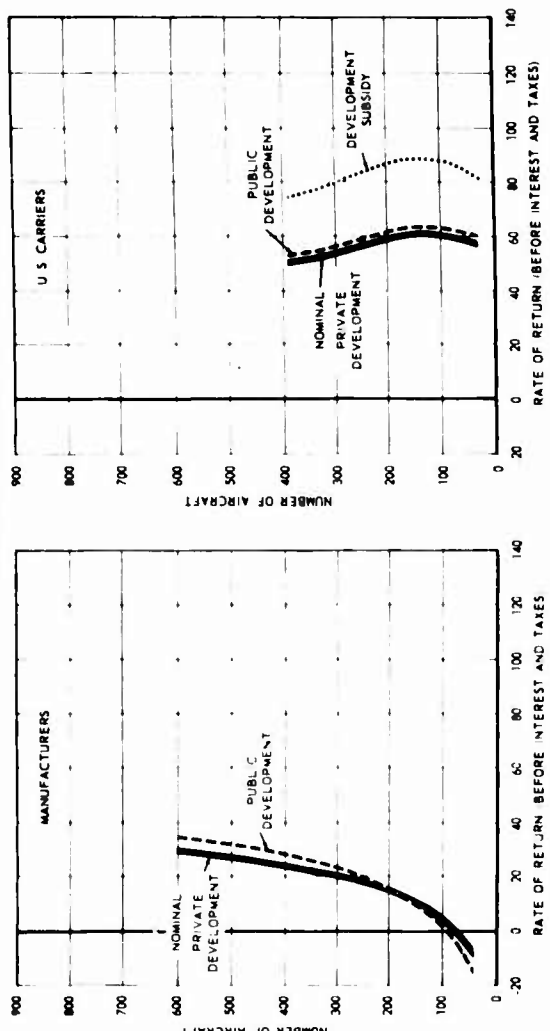
Source of Dev. Funding	Number of Aircraft			
	50	200	400	600
Nominal Priv.	0	0	-0.12	-0.34
Pub.	0.05	0.10	0.05	-0.10
Dev. Subsidy	0.14	0.30	0.35	0.40

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SOURCE OF DEVELOPMENT FUNDING

SOURCES OF DATA INPUTS FOR :

- Development and Production Costs : FAA
- Operating Costs : FAA



SOURCES OF DATA INPUTS FOR :

- Development and Production Costs : PRC
- Operating Costs : ORI

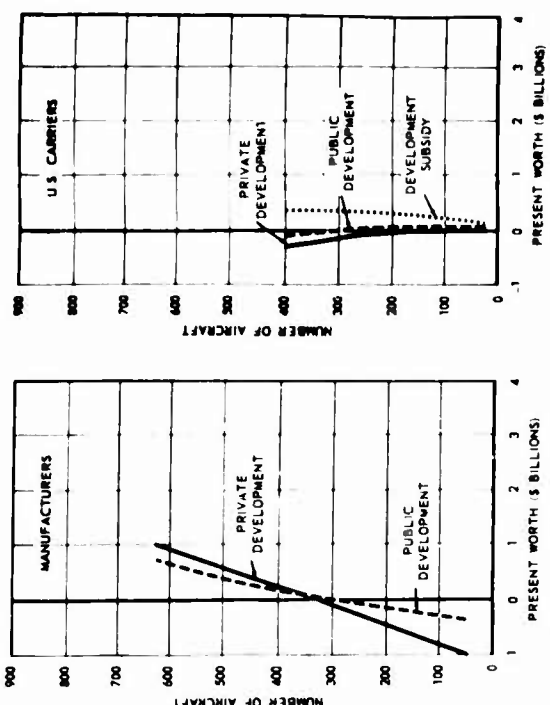
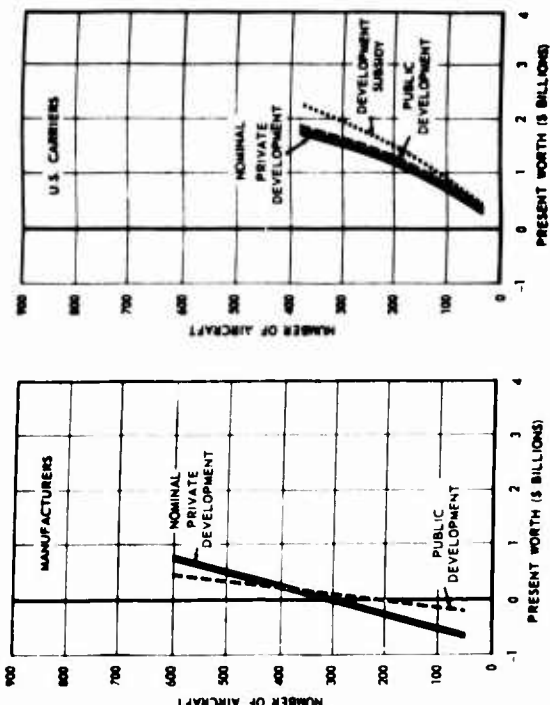
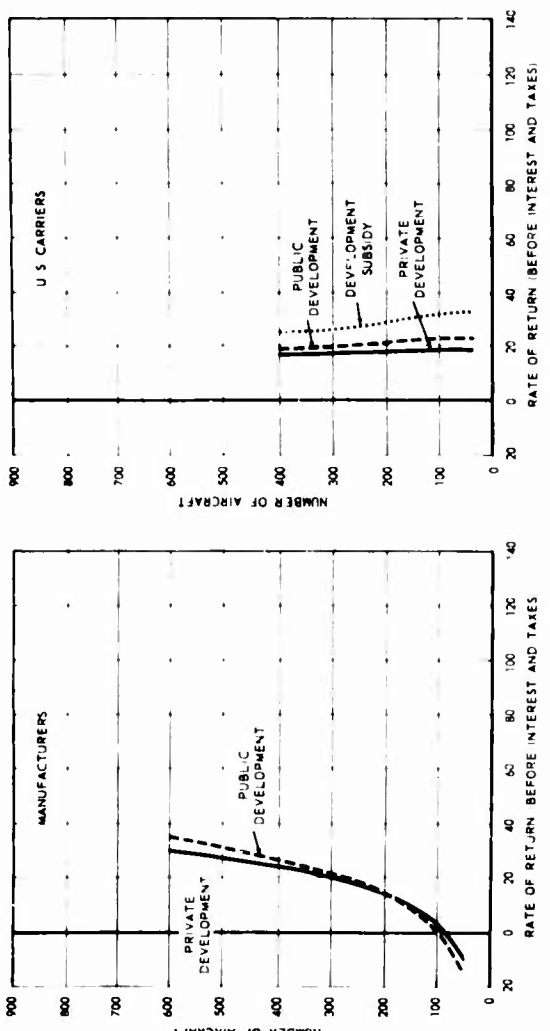


Figure S1.6. Sensitivity of SST Program Returns to Variation in Source of Development Funding

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SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : FAA or MFG

Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : PRC

Operating Costs : ORI

Table S1.7. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Rate of Return)

Return on Investment  
Boeing 733-290

Manufacturers

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	-11	14	24	29
8 hrs.	-11	14	24	29
10 hrs.	-11	14	24	29

U.S. Carriers

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	59	62	58	51
8 hrs.	52	54	51	45
10 hrs.	67	69	62	57

Return on Investment  
Commercial CX-HLS

Manufacturers

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	37.0	59.0	87.0
8 hrs.	37.0	59.1	87.0
10 hrs.	37.0	59.0	87.0

U.S. Carriers

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	106.0	107.0	108.0
8 hrs.	96.0	96.0	97.0
10 hrs.	117.0	118.0	119.0

Manufacturers

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	-11	14	24	30
8 hrs.	-11	14	24	30
10 hrs.	-11	14	24	30

U.S. Carriers

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	20	20	18	17
8 hrs.	17	17	16	14
10 hrs.	25	24	21	19

Manufacturers

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	45	70	109
8 hrs.	45	70	109
10 hrs.	45	70	109

U.S. Carriers

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	36	36	36
8 hrs.	31	32	31
10 hrs.	41	40	41

Table S1.7. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Rate of Return)

Return on Investment  
Concorde

Return on Investment  
Commercial CX-HLS

Number of Aircraft			
200	400	600	
14	24	29	
14	24	29	
14	24	29	

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	37.0	59.0	87.0
8 hrs.	37.0	59.1	87.0
10 hrs.	37.0	59.0	87.0

U.S. Carriers

Number of Aircraft			
200	400	600	
62	58	51	
54	54	45	
69	62	57	

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	106.0	107.0	108.0
8 hrs.	96.0	96.0	97.0
10 hrs.	117.0	118.0	119.0

U.S. Carriers

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	57	62	60	60
8 hrs.	48	52	51	53
10 hrs.	65	71	70	67

Manufacturers

Number of Aircraft			
200	400	600	
14	24	30	
14	24	30	
14	24	30	

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	45	70	109
8 hrs.	45	70	109
10 hrs.	45	70	109

U.S. Carriers

Number of Aircraft			
200	400	600	
20	18	17	
17	16	14	
24	21	19	

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	36	36	36
8 hrs.	31	32	31
10 hrs.	41	40	41

U.S. Carriers

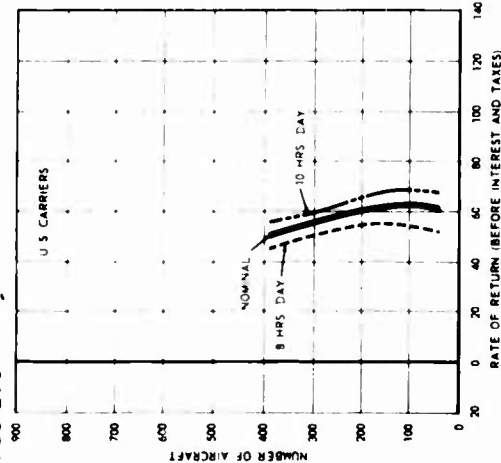
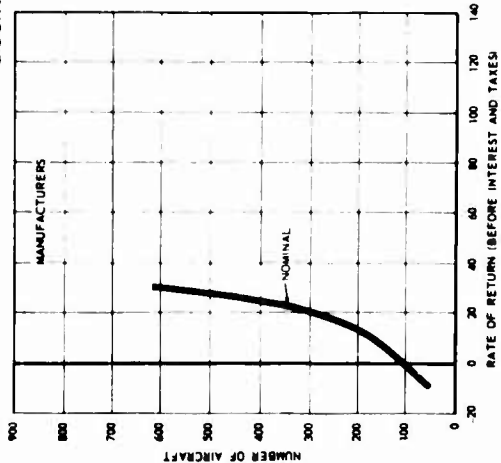
Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	1	6	6	6
8 hrs.	-2	4	4	4
10 hrs.	4	8	8	8

# UTILIZATION VARIED

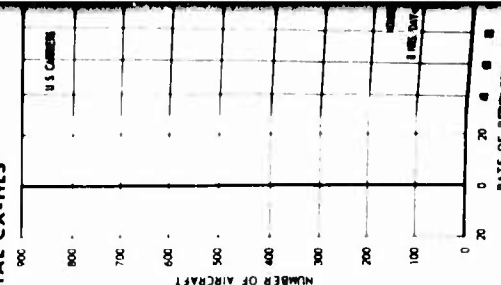
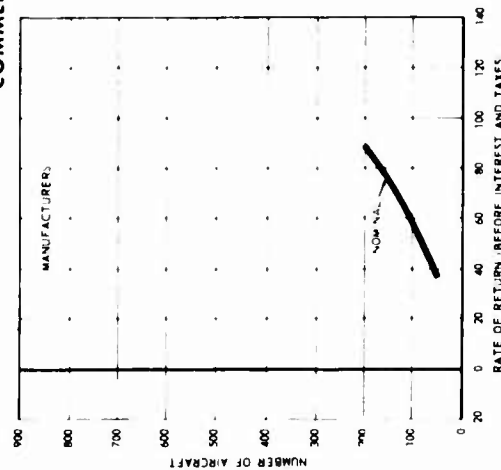
SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA

BOEING 733-290



COMMERCIAL CX-HLS



SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC  
Operating Costs : ORI

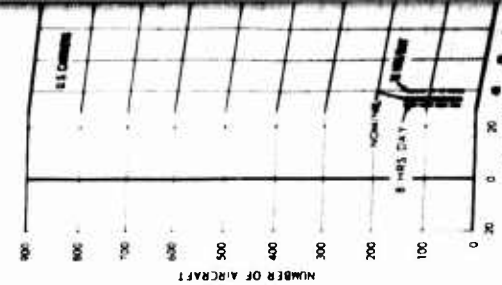
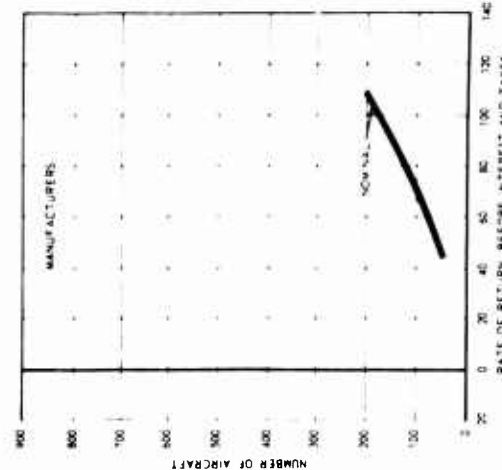
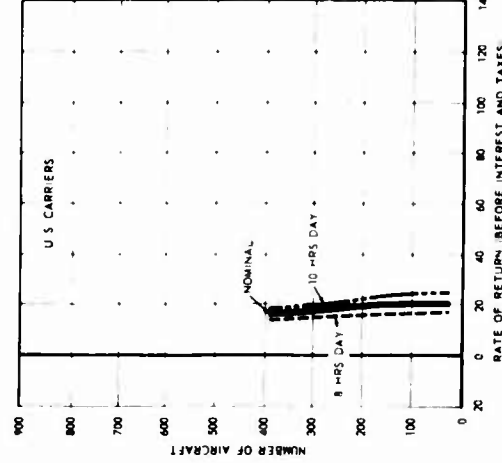
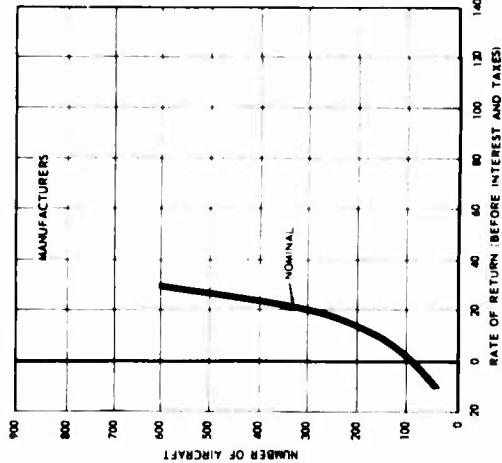
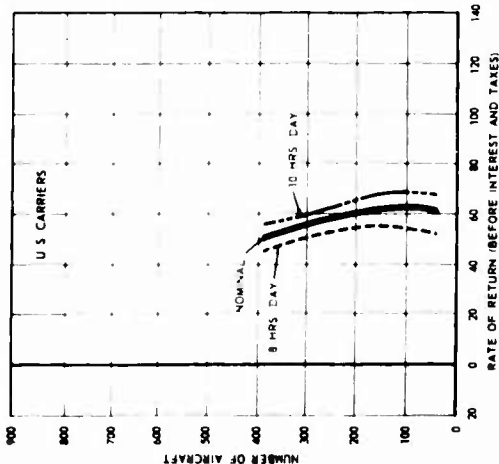


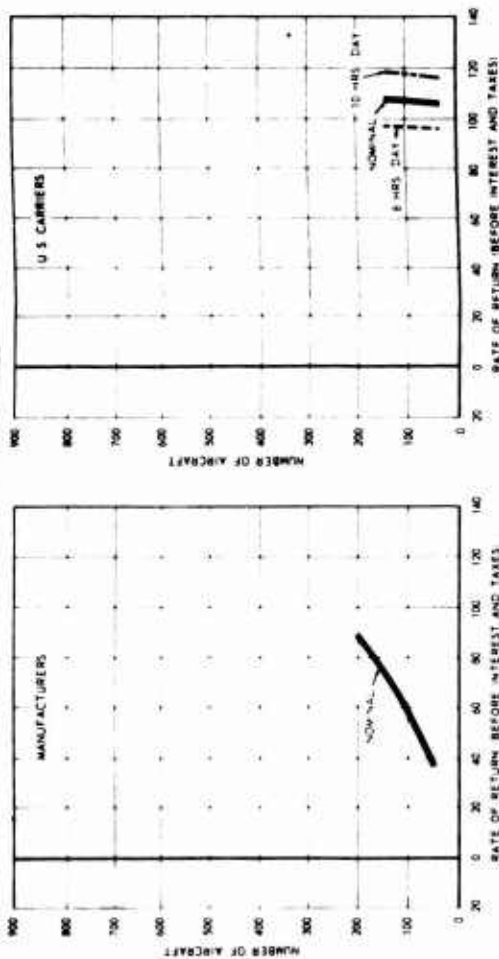
Figure S1.7. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Rate of Return)

# UTILIZATION VARIED

BOEING 733-290



COMMERCIAL CX-HLS



CONCORDE

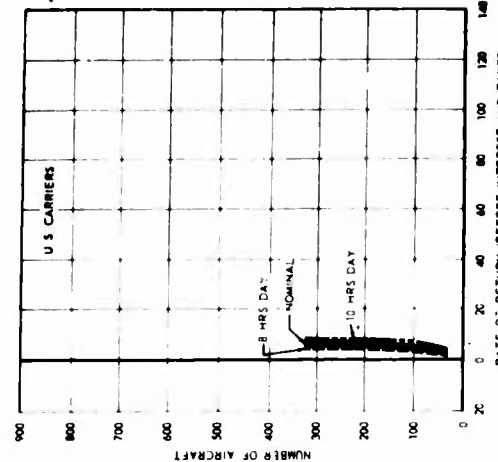
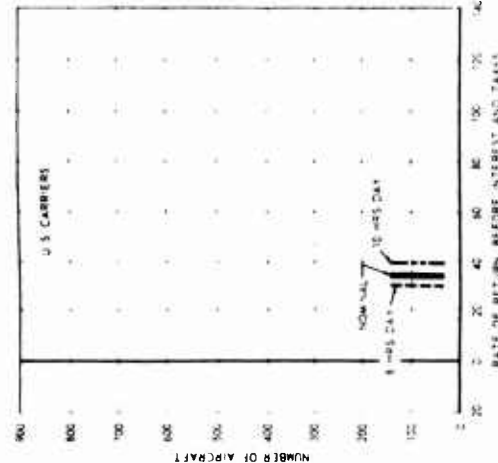
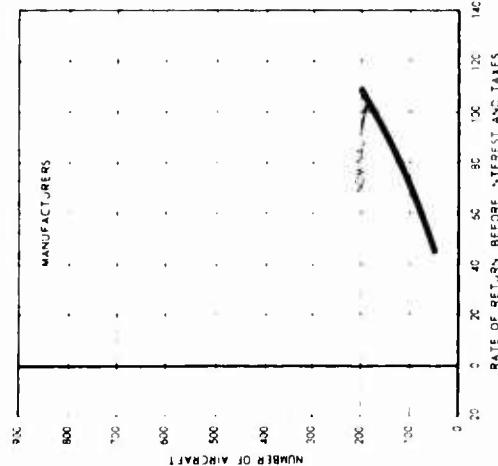
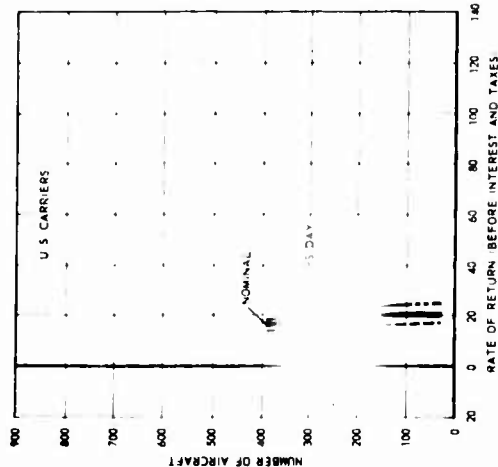
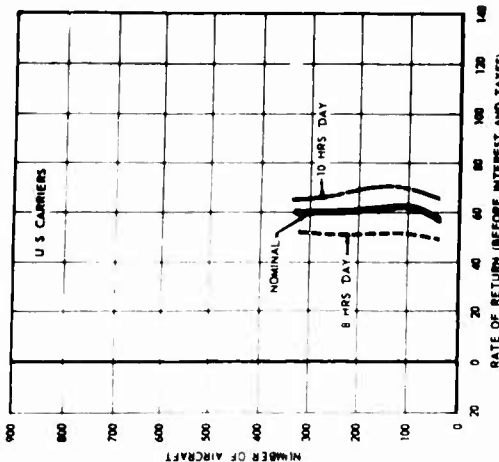


Figure S1.7. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Rate of Return)

**Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA**

**Development and  
Production Costs : PRC  
Operating Costs : ORI**

**Table 9. Variation in Market Success and Present Worth of Program**  
Cash Flow (at 20 percent and before taxes)

Utilization	Number of Aircraft				
	50	200	400	600	
Nominal 9 hrs.	0.38	0.97	1.47	1.92	
8 hrs.	0.31	0.79	1.22	1.57	
10 hrs.	0.46	1.18	1.78	2.21	

Utilization	Number of Aircraft			
	50	200	400	600
Nominal 9 hrs.	0	0	-0.12	-0.34
9 hrs.	-0.05	-0.13	-0.23	-0.55
10 hrs.	0.06	0.13	0.05	-0.13

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	0.49	0.90	1.52
8 hrs.	0.42	0.78	1.28
10 hrs.	0.55	1.01	1.73

Utilization	Number of Aircraft		
	50	100	200
Nominal 9 hrs.	0.15	0.29	0.51
8 hrs.	0.10	0.21	0.32
10 hrs.	0.20	0.37	0.66

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Table S1.8. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Present Worth)

Table 9. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes)

(Billions)

20

Present Worth (\$ Billions)

Present Worth (\$ Billions)

Commercial CX-HLS

Concorde

Number of Aircraft			
200	400	600	
-0.31	0.20	0.71	
-0.31	0.20	0.71	
-0.31	0.20	0.71	

Utilization			
Number of Aircraft			
50 100 200			
Nominal 9 hrs.	0.01	0.05	0.12
8 hrs.	0.01	0.05	0.12
10 hrs.	0.01	0.05	0.12

U.S. Carriers

Number of Aircraft			
200	400	600	
0.97	1.47	1.92	
0.79	1.22	1.57	
1.18	1.78	2.21	

Utilization			
Number of Aircraft			
50 100 200			
Nominal 9 hrs.	0.49	0.90	1.52
8 hrs.	0.42	0.78	1.28
10 hrs.	0.55	1.01	1.73

U.S. Carriers

Utilization			
Number of Aircraft			
50 200 400 600			
Nominal 9 hrs.	0.21	0.56	0.89 1.19*
8 hrs.	0.16	0.45	0.72 0.96
10 hrs.	0.25	0.66	1.05 1.42

Manufacturers

Number of Aircraft			
200	400	600	
-0.42	0.31	1.04	
-0.42	0.31	1.04	
-0.42	0.31	1.04	

Utilization			
Number of Aircraft			
50 100 200			
Nominal 9 hrs.	0.03	0.10	0.23
8 hrs.	0.03	0.10	0.23
10 hrs.	0.03	0.10	0.23

U.S. Carriers

Number of Aircraft			
200	400	600	
0	-0.12	-0.34	
-0.13	-0.23	-0.55	
0.13	0.05	-0.13	

Utilization			
Number of Aircraft			
50 100 200			
Nominal 9 hrs.	0.15	0.29	0.51
8 hrs.	0.10	0.21	0.32
10 hrs.	0.20	0.37	0.66

U.S. Carriers

Utilization			
Number of Aircraft			
50 200 400 600			
Nominal 9 hrs.	-0.19	-0.40	-0.67 -0.89
8 hrs.	-0.13	-0.47	-0.77 -0.97
10 hrs.	-0.17	-0.33	-0.56 -0.80

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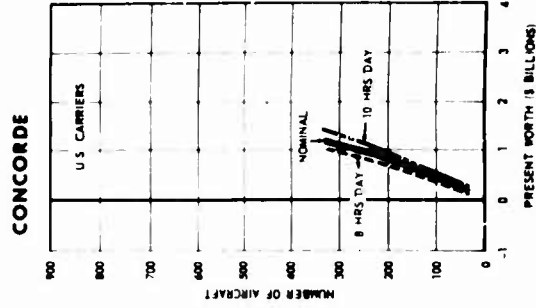
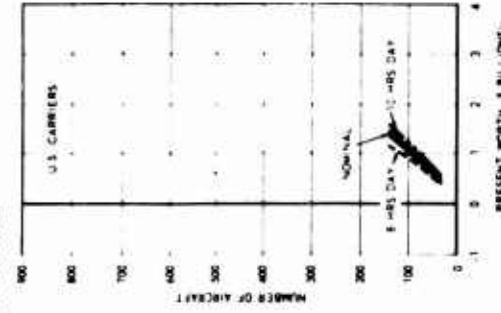
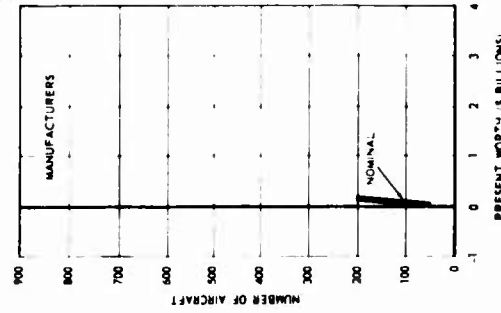
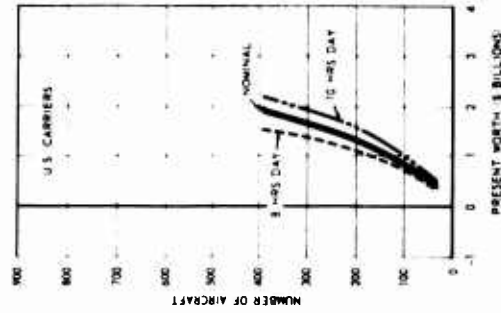
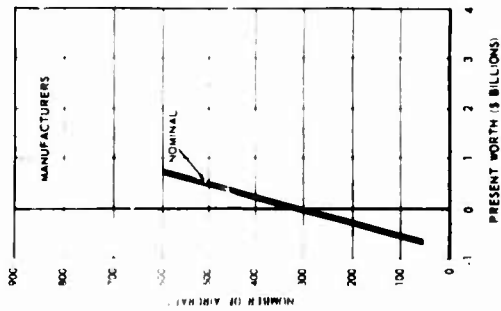


**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA**

**UTILIZATION VARIED**

**BOEING 733-290**



**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : PRC  
Operating Costs : ORI**

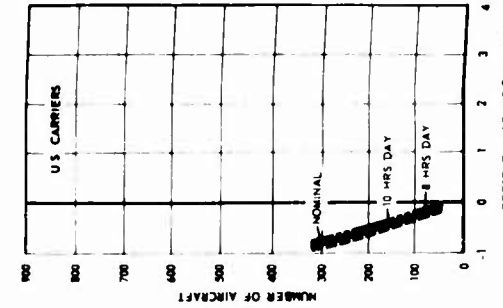
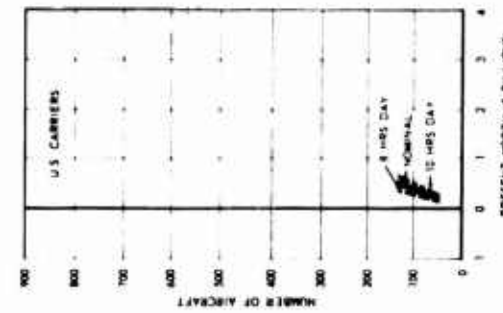
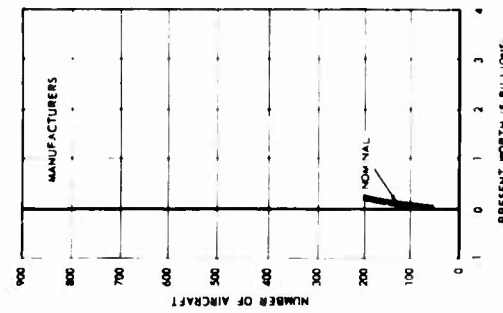
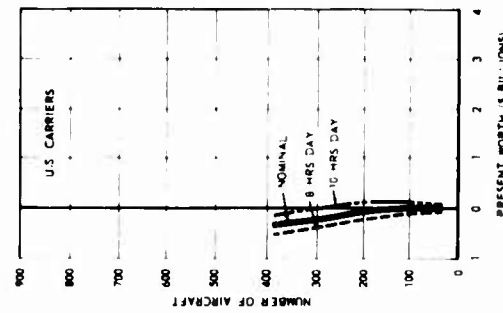
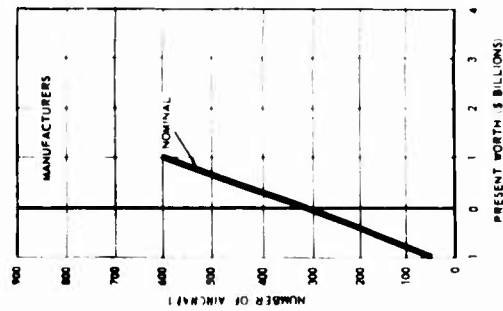


Figure S1.8. Sensitivity of Program Returns to Variation in Utilization  
(in Terms of Present Worth)

Table S1.9. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Rate of Return)

Table 10. Variation in Market Success and in Internal Rate of Return

Return on Investment  
Boeing 773-290

Manufacturers	Load Factor	Number of Aircraft			
		50	200	400	600
Nominal 1.00		-11	14	24	29
	0.95	-11	14	24	29
	1.05	-11	14	24	29

U.S. Carriers

Manufacturers	Load Factor	Number of Aircraft			
		50	200	400	600
Nominal 1.00		5	62	58	51
	0.95	54	57	53	46
	1.05	63	67	63	55

Manufacturers

Manufacturers	Load Factor	Number of Aircraft		
		50	100	200
Nominal 1.00		37.0	59.0	87.0
	0.95	37.0	59.0	87.0
	1.05	37.0	59.0	87.0

Return on Investment  
Commercial CX-HLS

U.S. Carriers

Manufacturers	Load Factor	Number of Aircraft		
		50	100	200
Nominal 1.00		106.0	107.0	108.0
	0.95	100.0	101.0	97.0
	1.05	113.0	114.0	114.0

Manufacturers

Manufacturers	Load Factor	Number of Aircraft			
		50	200	400	600
Nominal 1.00		-11.0	14.0	24.0	30.0
	0.95	-11.0	14.0	24.0	30.0
	1.05	-11.0	14.0	24.0	30.0

U.S. Carriers

Manufacturers	Load Factor	Number of Aircraft			
		50	200	400	600
Nominal 1.00		20.0	20.0	18.0	17.0
	0.95	17.0	18.0	16.0	14.0
	1.05	23.0	23.0	21.0	19.0

Manufacturers

Manufacturers	Load Factor	Number of Aircraft		
		50	100	200
Nominal 1.00		45	70	109
	0.95	45	70	109
	1.05	45	70	109

U.S. Carriers

Manufacturers	Load Factor	Number of Aircraft		
		50	100	200
Nominal 1.00		36	36	36
	0.95	33	33	33
	1.05	39	39	39

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC  
Operating Costs : ORI

le S1.9. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Rate of Return)

Table 10. Variation in Market Success and in Internal Rate of Return

Return on Investment  
Concorde

Return on Investment  
Commercial CX-HLS

Number of Aircraft		
200	400	600
14	24	29
14	24	29
14	24	29

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	37.0	59.0	87.0
0.95	37.0	59.0	87.0
1.05	37.0	59.0	87.0

U.S. Carriers

Number of Aircraft		
200	400	600
62	58	51
57	53	46
67	63	55

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	106.0	107.0	108.0
0.95	100.0	101.0	97.0
1.05	113.0	114.0	114.0

U.S. Carriers

Load Factor	Number of Aircraft			
	50	200	400	600
Nominal 1.00	57	62	60	60
1.95	62	67	66	66
0.95	52	56	54	54

Manufacturers

Number of Aircraft		
200	400	600
14.0	24.0	30.0
14.0	24.0	30.0
14.0	24.0	30.0

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	45	70	109
0.95	45	70	109
1.05	45	70	109

U.S. Carriers

Number of Aircraft		
200	400	600
20.0	18.0	17.0
18.0	16.0	14.0
23.0	21.0	19.0

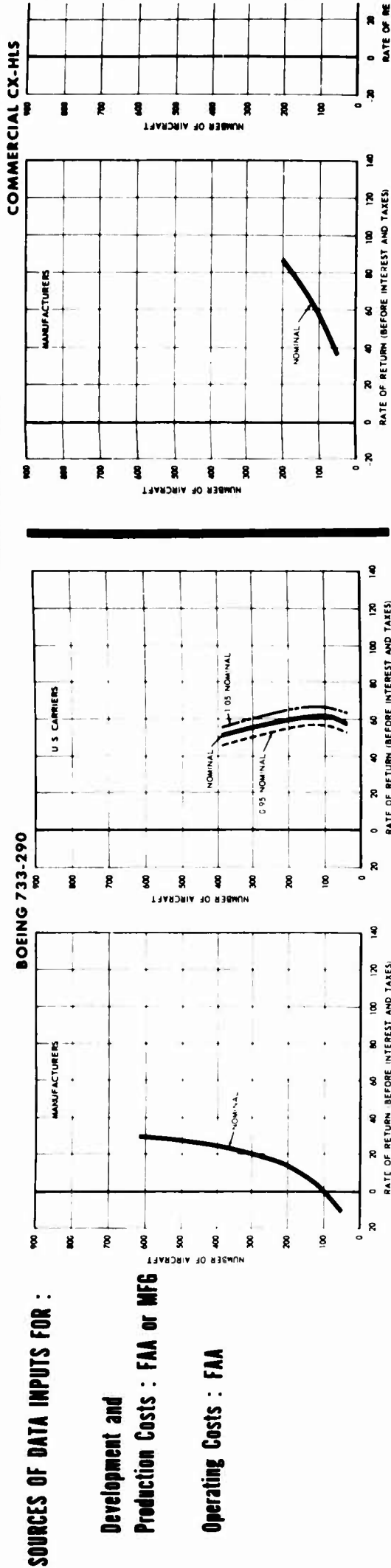
Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	36	36	30
0.95	33	33	33
1.05	39	39	39

U.S. Carriers

Load Factor	Number of Aircraft			
	50	200	400	600
Nominal 1.00	1	6	6	6
1.05	4	9	8	8
0.95	-1	4	4	4

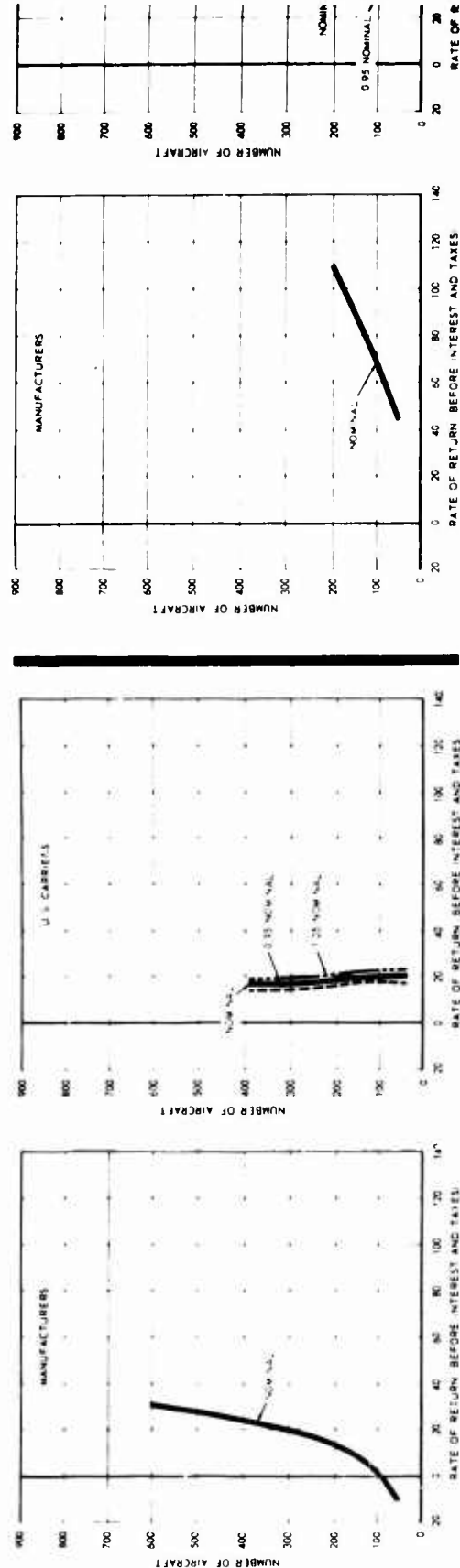
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LOAD FACTOR VARIED

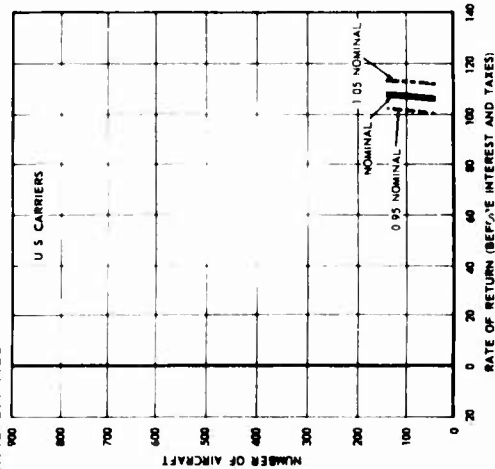
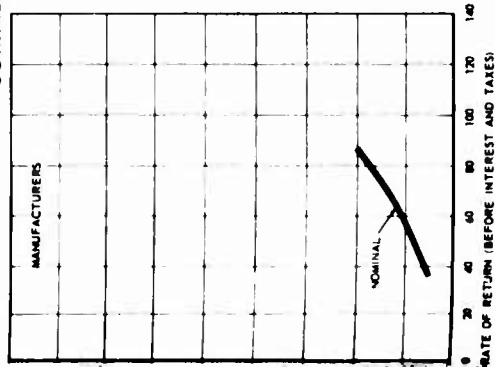


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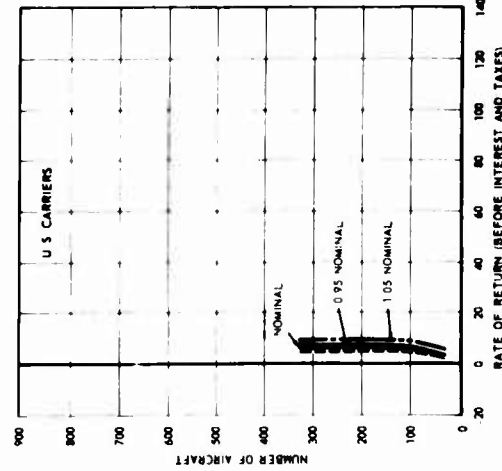
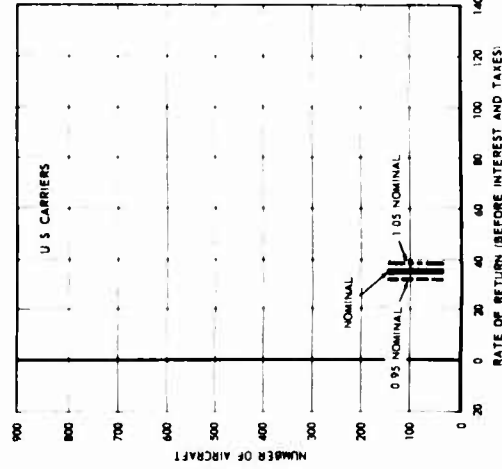
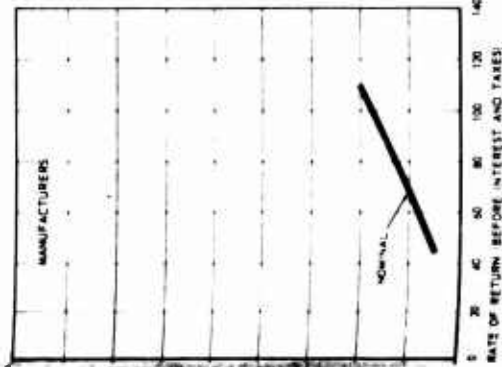
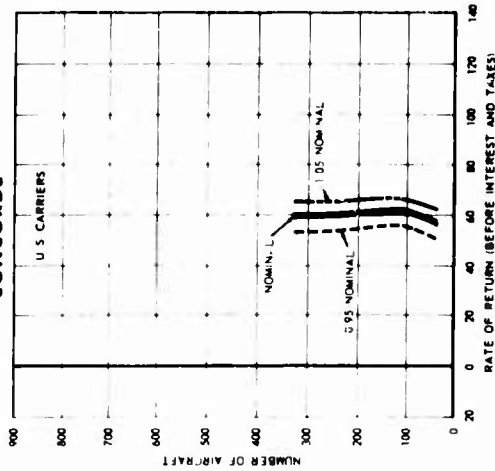
- Development and Production Costs : PRC
- Operating Costs : ORI



# COMMERCIAL CX-HLS



# CONCORDE



Effects of Variation in Load Factor  
on Rate of Return

Table S1.10. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Present Worth)

Table 11. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes)

Present Worth (\$ Billions)	
Commercial CX-HLS	
Manufacturers	Number of Aircraft
Load Factor	50100200
Nominal 1.00	0.010.050.13
0.95	0.010.050.13
1.05	0.010.050.13

U.S. Carriers

Present Worth (\$ Billions)	
Commercial CX-HLS	
Manufacturers	Number of Aircraft
Load Factor	50100200
Nominal 1.00	0.490.891.52
0.95	0.450.831.28
1.05	0.530.971.64

Manufacturers

Present Worth (\$ Billions)	
Commercial CX-HLS	
Manufacturers	Number of Aircraft
Load Factor	50100200
Nominal 1.00	0.030.100.23
0.95	0.030.100.23
1.05	0.030.100.23

U.S. Carriers

Present Worth (\$ Billions)	
Commercial CX-HLS	
Manufacturers	Number of Aircraft
Load Factor	50100200
Nominal 1.00	0.200.370.50
0.95	0.120.230.41
1.05	0.180.340.60

SOURCES OF DATA INPUTS FOR :

- Development and
- Production Costs : FAA or MFG
- Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

- Development and
- Production Costs : PRC
- Operating Costs : ORI

Present Worth (\$ Billions)

Boeing 733-290

Present Worth (\$ Billions)	
Boeing 733-290	
Manufacturers	Number of Aircraft
Load Factor	50200400600
Nominal 1.00	-0.70-0.310.200.71
0.95	-0.70-0.310.200.71
1.05	-0.70-0.310.200.71

U.S. Carriers

Present Worth (\$ Billions)	
Boeing 733-290	
Manufacturers	Number of Aircraft
Load Factor	50200400600
Nominal 1.00	0.380.971.471.92
0.95	0.3340.851.281.65
1.05	0.431.091.662.19

Manufacturers

Present Worth (\$ Billions)	
Boeing 733-290	
Manufacturers	Number of Aircraft
Load Factor	50200400600
Nominal 1.00	-0.57-0.420.311.04
0.95	-0.97-0.420.311.04
1.05	-0.97-0.420.311.04

U.S. Carriers

Present Worth (\$ Billions)	
Boeing 733-290	
Manufacturers	Number of Aircraft
Load Factor	50200400600
Nominal 1.00	0-0.12-0.34
0.95	-0.04-0.10-0.55
1.05	0.030.090.03-0.12

S1.10. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Present Worth)

Table 11. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes)

(ms)

Present Worth (\$ Billions)

Present Worth (\$ Billions)

Commercial CX-HLS

Concorde

Manufacturers

Number of Aircraft			
200	400	600	
-0.31	0.20	0.71	
-0.31	0.20	0.71	
-0.31	0.20	0.71	

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	0.01	0.05	0.12
0.95	0.01	0.05	0.12
1.05	0.01	0.05	0.12

U.S. Carriers

Number of Aircraft			
200	400	600	
0.97	1.47	1.92	
0.95	1.28	1.65	
1.03	1.66	2.19	

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	0.49	0.89	1.52
0.95	0.45	0.82	1.28
1.05	0.53	0.97	1.64

U.S. Carriers

Load Factor	Number of Aircraft			
	50	200	400	600
Nominal 1.00	0.21	0.56	0.89	1.19
1.95	0.24	0.64	1.01	1.35
0.95	0.18	0.49	0.77	1.03

Manufacturers

Number of Aircraft			
200	400	600	
-0.42	0.31	1.04	
-0.42	0.31	1.04	
-0.42	0.31	1.04	

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	0.03	0.10	0.23
0.95	0.03	0.10	0.23
1.05	0.03	0.10	0.23

U.S. Carriers

Number of Aircraft			
200	400	600	
0	-0.12	-0.34	
-0.10	-0.27	-0.55	
0.09	0.03	-0.12	

Load Factor	Number of Aircraft		
	50	100	200
Nominal 1.00	0.20	0.37	0.50
0.95	0.12	0.23	0.41
1.05	0.18	0.34	0.60

U.S. Carriers

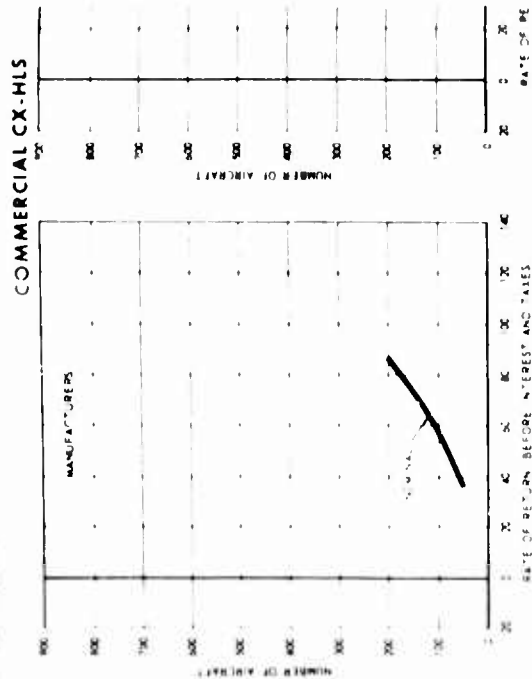
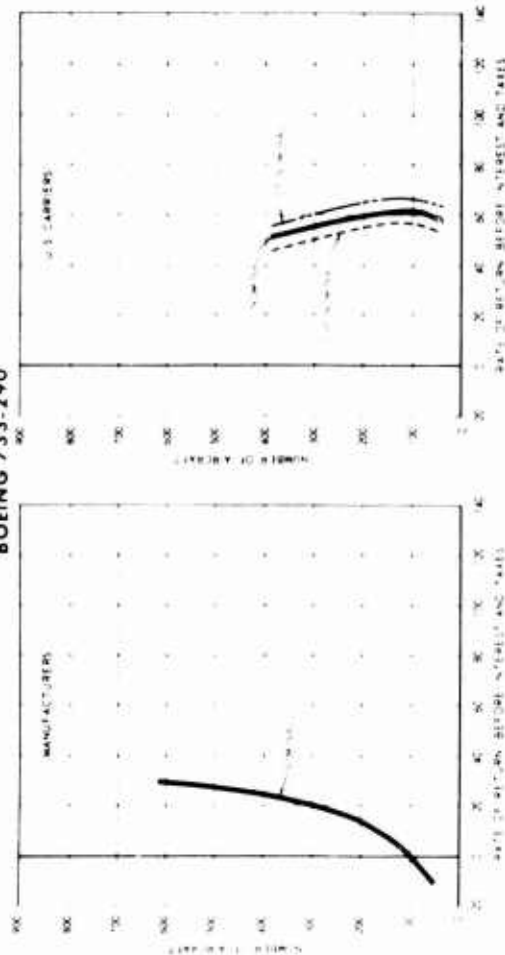
Load Factor	Number of Aircraft			
	50	200	400	600
Nominal 1.00	-0.19	-0.40	-0.67	-0.89
1.05	-0.17	-0.34	-0.57	-0.76
0.95	-0.22	-0.46	-0.77	-1.02

# LOAD FACTOR VARIED

BOEING 733-290

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA



SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC  
Operating Costs : ORI

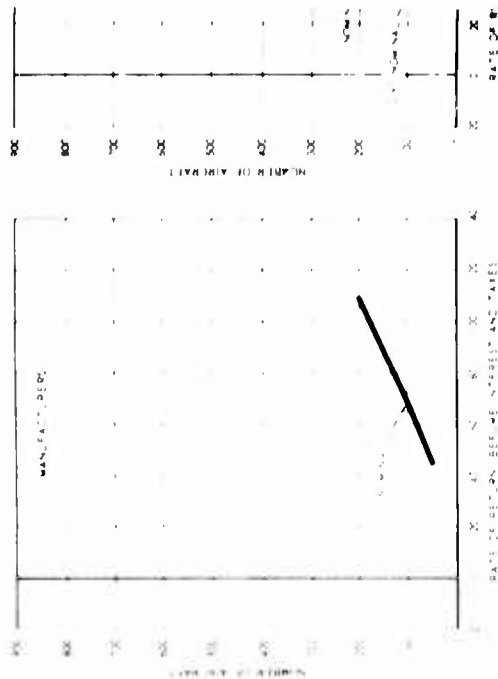
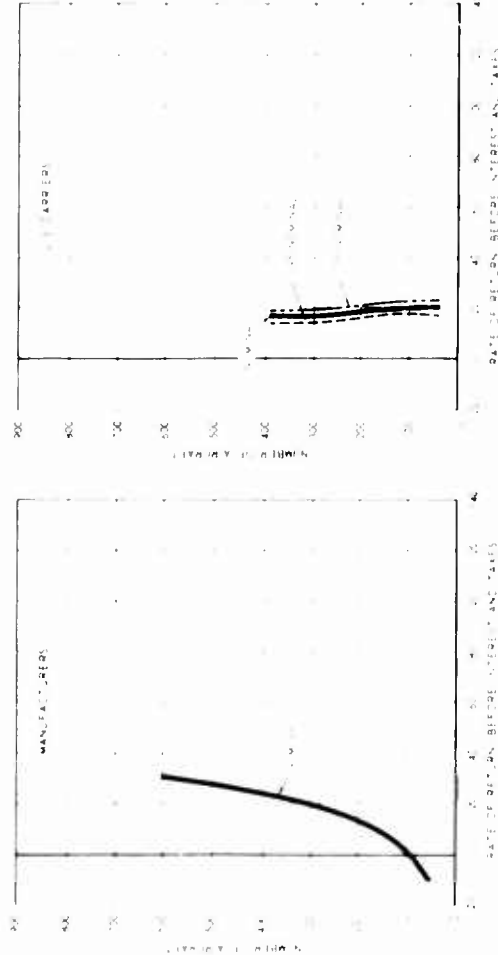
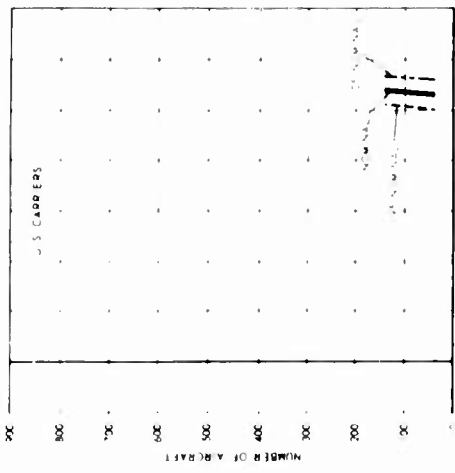
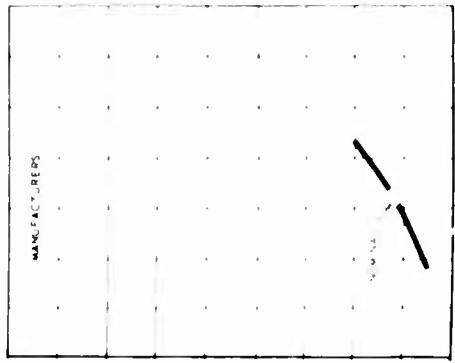


Figure S1.9. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Rate of Return)

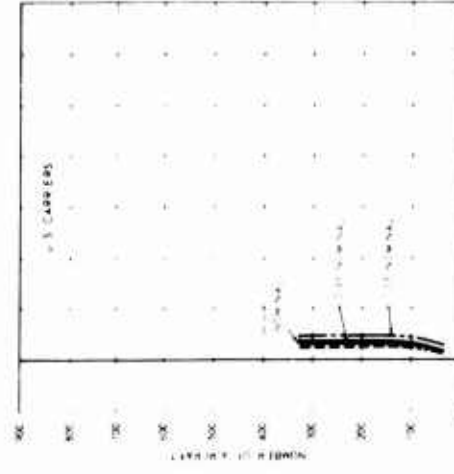
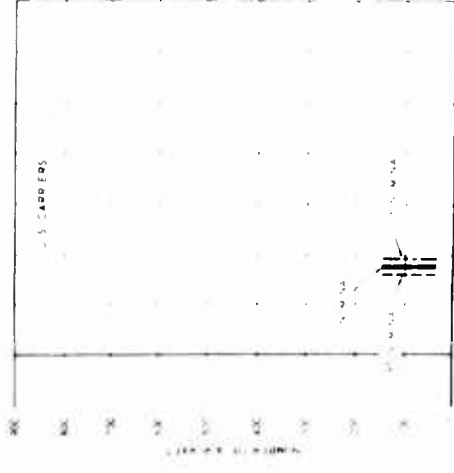
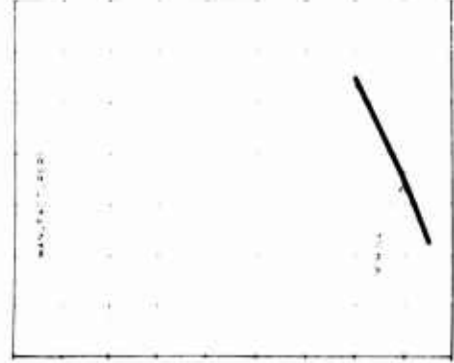
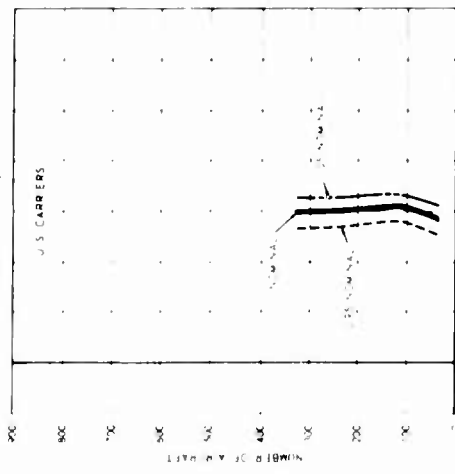


RIED

COMMERCIAL CX-HLS



CONCORDE



Effects of Variation in Load Factor  
on Rate of Return)

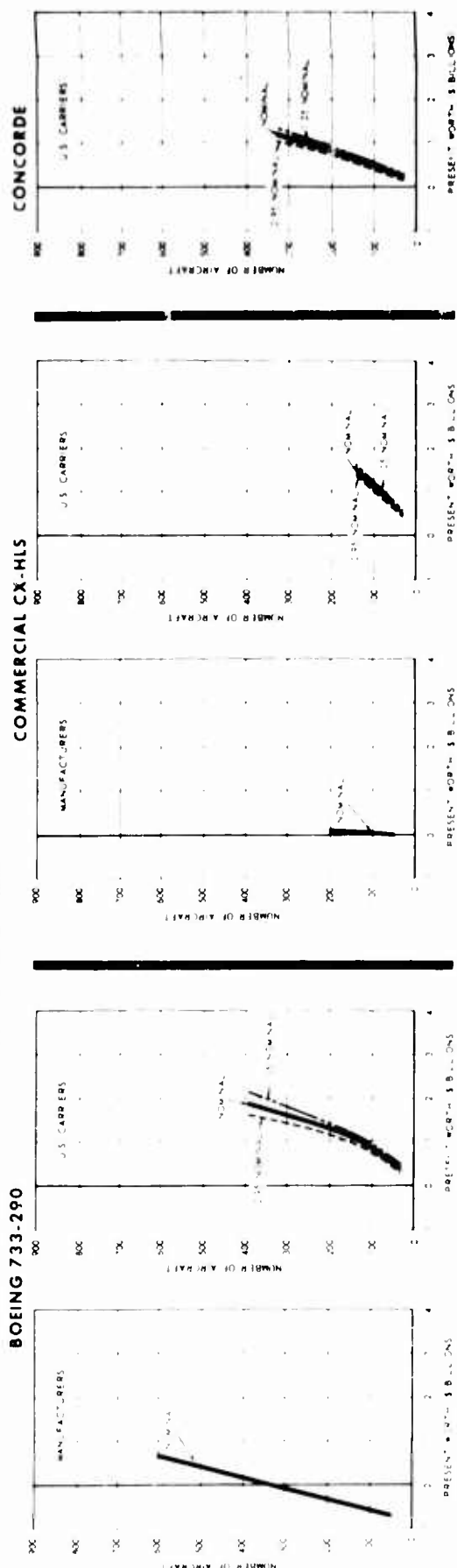
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## LOAD FACTOR VARIED

### SOURCES OF DATA INPUTS FOR :

**Development and  
Production Costs : FAA or MFG**

**Operating Costs : FAA**



### SOURCES OF DATA INPUTS FOR :

**Development and  
Production Costs : PRC**

**Operating Costs : ORI**

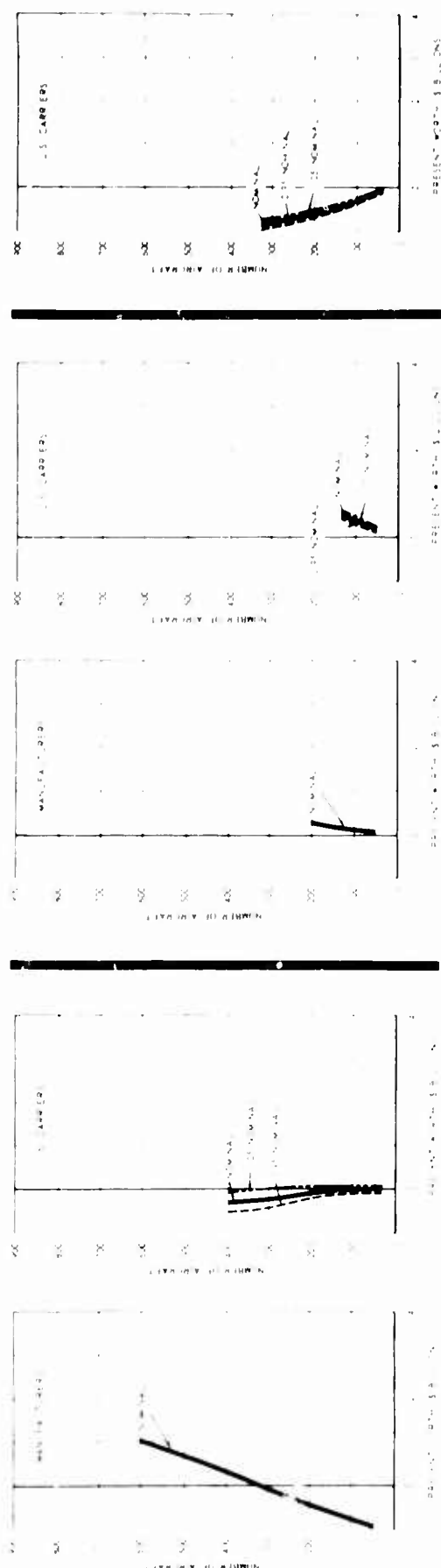


Figure S1.10. Sensitivity of Program Returns to Variation in Load Factor  
(in Terms of Present Worth)

**CONFIDENTIAL**

SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : FAA or MFG

Operating Costs : FAA

SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : PRC

Operating Costs : ORI

Table S1-11. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Rate of Return)

Table 12. Variation in Market Success and in Internal Rate of Return

Return on Investment

Boeing 770-290

Manufacturers

Fare	Number of Aircraft			
	50	200	400	600
Nominal 1.1 present fare	-11	14	24	29
1.0	-11	14	24	29
0.9	-11	14	24	29

U.S. Carriers

Fare	Number of Aircraft			
	50	200	400	600
Nominal 1.1 present fare	59	62	38	34
1.0	49	51	47	42
0.9	40	40	57	53

Return on Investment

Commercial CN-HLS

Manufacturers

Fare	Number of Aircraft			
	50	100	200	
Nominal 0.9 present fare	37	59	57	
0.5	37	59	57	
0.7	37	59	57	
0.8	37	59	57	

U.S. Carriers

Fare	Number of Aircraft			
	50	100	200	
Nominal 0.9 present fare	106	107	108	
0.5	30	30	30	
0.7	70	70	70	
0.8	57	59	59	

Manufacturers

Fare	Number of Aircraft			
	50	200	400	600
Nominal 1.1 present fare	-11	14	24	30
1.2	-11	14	24	30
1.0	-11	14	24	30
0.9	-11	14	24	30

U.S. Carriers

Fare	Number of Aircraft			
	50	200	400	600
Nominal 1.1 present fare	29	20	18	17
1.2	29	28	26	23
1.0	12	13	11	10
0.9	4	4	3	3

Manufacturers

Fare	Number of Aircraft			
	50	100	200	
Nominal 0.9 present fare	45	70	109	
0.5	45	70	109	
0.7	45	70	109	
0.8	45	70	109	
1.0	45	70	109	

U.S. Carriers

Fare	Number of Aircraft			
	50	100	200	
Nominal 0.9 present fare	36	36	36	
0.5	-49	-49	-46	
0.7	13	14	15	
0.8	25	25	26	
1.0	45	46	46	

Table S1.11. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Rate of Return)

Table 12. Variation in Market Success and in Internal Rate of Return

Return on Investment  
Concorde

Return on Investment  
Commercial CX-HLS

nt

Number of Aircraft			
200	400	600	
14	24	29	
14	24	29	
14	24	29	

Fare				Number of Aircraft		
				50	100	200
Nominal 0.9 present fare				37	59	87
0.5				37	59	87
0.7				37	59	87
0.8				37	59	87

U.S. Carriers

Number of Aircraft			
200	400	600	
62	58	51	
51	47	42	
40	37	33	

Fare				Number of Aircraft		
				50	100	200
Nominal 0.9 present fare				106	107	108
0.5				30	30	30
0.7				70	70	70
0.8				88	89	89

U.S. Carriers

Fare				Number of Aircraft			
				50	200	400	600
Nominal 1.1 present fare				57	62	60	60
1.0				46	50	48	48
1.15				62	68	66	66
1.20				67	74	72	72

Manufacturers

Number of Aircraft			
200	400	600	
14	24	30	
14	24	30	
14	24	30	
14	24	30	

Fare				Number of Aircraft		
				50	100	200
Nominal 0.9 present fare				45	70	109
0.5				45	70	109
0.7				45	70	109
0.8				45	70	109
1.0				45	70	109

U.S. Carriers

Number of Aircraft			
200	400	600	
20	18	17	
28	26	23	
13	11	10	
4	3	3	

Fare				Number of Aircraft		
				50	100	200
Nominal 0.9 present fare				36	36	36
0.5				-49	-49	-46
0.7				13	14	15
0.8				25	25	26
1.0				46	46	46

U.S. Carriers

Fare				Number of Aircraft			
				50	200	400	600
Nominal 1.1 present fare				1	6	6	6
1.00				-7	-1	-1	-1
1.15				5	9	9	9
1.20				8	12	12	12

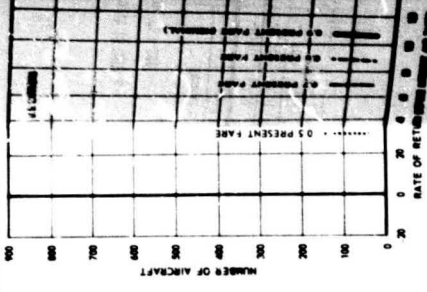
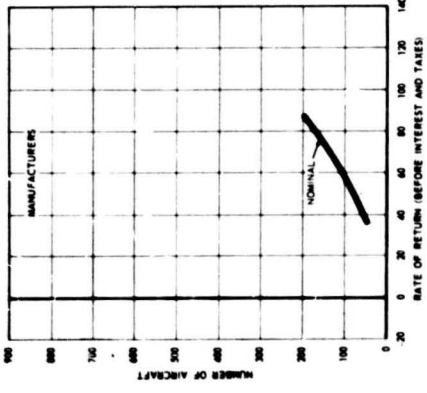
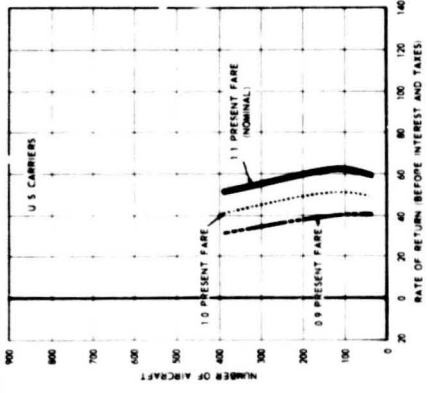
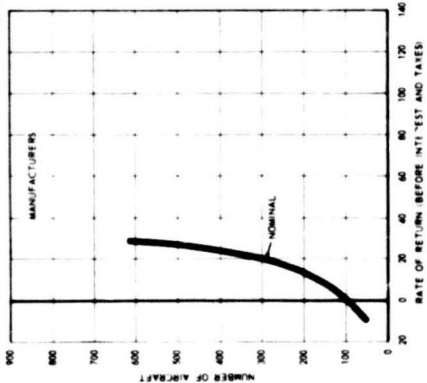
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**FARE VARIED**

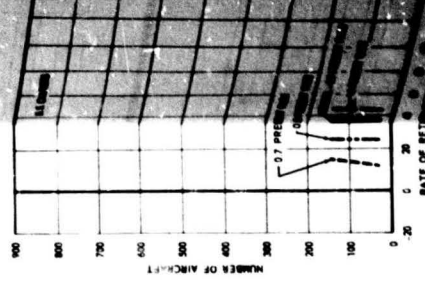
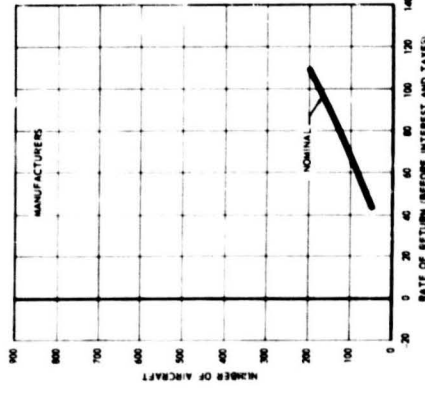
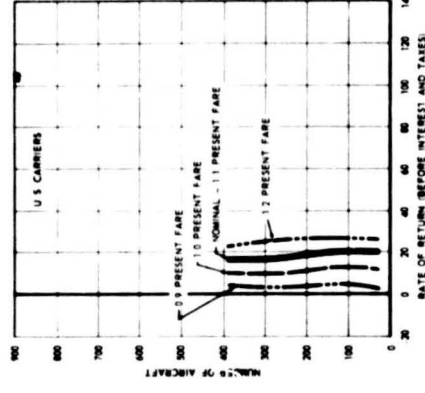
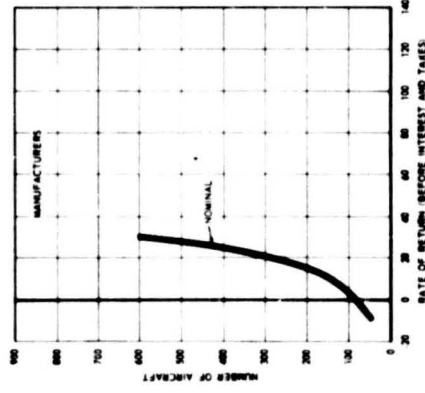
**BOEING 733-290**

**COMMERCIAL CX-MLS**

**SOURCES OF DATA INPUTS FOR :**  
  
**Development and**  
**Production Costs : FAA or MFG**  
  
**Operating Costs : FAA**



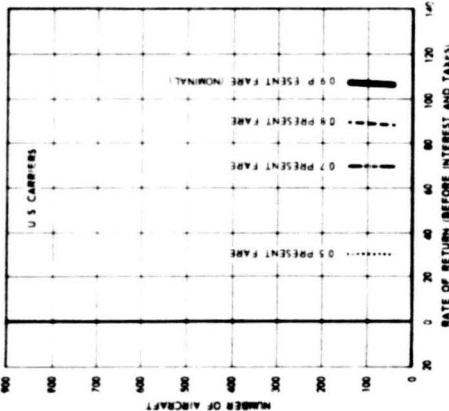
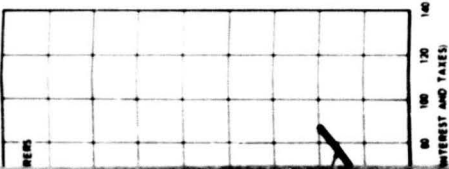
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**Development and**  
**Production Costs : PRC**  
  
**Operating Costs : ONI**



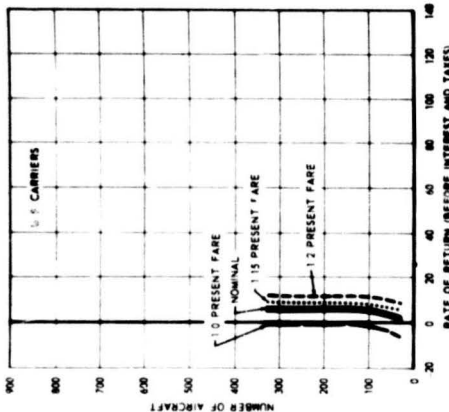
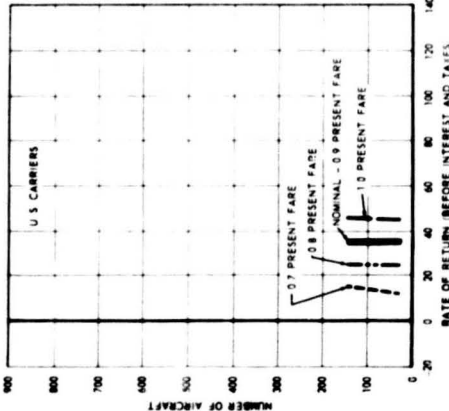
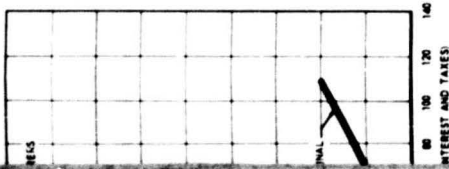
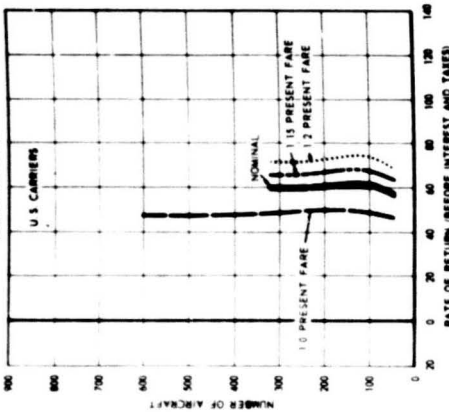
**Figure S1.1.1. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Rate of Return)**

~~CONFIDENTIAL~~

# COMMERCIAL CX-MLS



# CONCORDE



in Fare

# SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA

# SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC  
Operating Costs : ORI

Table S1.12. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Present Worth)

Table 13. Variation in Market Success and Present Worth  
Cash Flow (at 20 percent and before taxes)

Present Worth (\$ Billions)  
Boeing 733-290

Manufacturers	Fare	Number of Aircraft			
		50	200	400	600
Nominal 1.1 present fare		-0.70	-0.31	-0.20	-0.71
1.0		-0.70	-0.31	-0.20	-0.71
0.9		-0.70	-0.31	-0.20	-0.71

U.S. Carriers

Manufacturers	Fare	Number of Aircraft			
		50	200	400	600
Nominal 1.1 present fare		0.38	0.97	1.47	1.92
1.0		0.25	0.72	1.06	1.34
0.9		0.18	0.46	0.65	0.77

U.S. Carriers

Manufacturers	Fare	Number	
		50	100
Nominal 0.9 present fare		0.49	0.98
0.5		0.05	0.05
0.7		0.27	0.27
0.5		0.35	0.35

Manufacturers

Manufacturers	Fare	Number of Aircraft			
		50	200	400	600
Nominal 1.1 present fare		-0.98	-0.42	0.31	1.04
1.2		-0.98	-0.42	0.31	1.04
1.0		-0.98	-0.42	0.31	1.04
0.9		-0.98	-0.42	0.31	1.04

U.S. Carriers

Manufacturers	Fare	Number of Aircraft			
		50	200	400	600
Nominal 1.1 present fare		0	0	-0.12	-0.34
1.2		0.10	0.25	0.29	0.24
1.0		-0.10	-0.26	-0.53	-0.51
0.9		-0.20	-0.51	-0.93	-1.45

Manufacturers

Manufacturers	Fare	Number	
		50	100
Nominal 0.9 present fare		0.03	0.03
0.5		0.03	0.03
0.7		0.03	0.03
0.5		0.03	0.03
1.0		0.03	0.03

U.S. Carriers

Manufacturers	Fare	Number	
		50	100
Nominal 0.9 present fare		0.15	0.15
0.5		-0.29	-0.29
0.7		-0.07	-0.07
0.5		0.04	0.04
1.0		0.26	0.26

S1-24

S1.12. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Present Worth)

Table 13. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes)

Present Worth (\$ Billions)

Manufacturers

Present Worth (\$ Billions)

Commercial CX-HLS

Aircraft	400	600
	-0.20	-0.71
	-0.20	-0.71
	-0.20	-0.71

Fare	Number of Aircraft		
	50	100	200
Nominal 0.9	0.01	0.05	0.12
0.5	0.01	0.05	0.12
0.7	0.01	0.05	0.12
0.8	0.01	0.05	0.12

U.S. Carriers

Aircraft	400	600
	1.47	1.92
	1.06	1.34
	0.65	0.77

Fare	Number of Aircraft		
	50	100	200
Nominal 0.9 present fare	0.49	0.89	1.52
0.5	0.05	0.09	0.16
0.7	0.27	0.49	0.84
0.8	0.33	0.69	1.18

U.S. Carriers

Concorde

Fare	Number of Aircraft		
	50	200	400
Nominal 1.10 present fare	0.21	0.56	0.89
1.00	0.148	0.404	0.633
1.15	0.24	0.64	1.02
1.20	0.27	0.72	1.15
			1.53

Manufacturers

Aircraft	400	600
	0.31	1.04
	0.31	1.04
	0.31	1.04
	0.31	1.04

Fare	Number of Aircraft		
	50	100	200
Nominal 0.9 present fare	0.03	0.10	0.23
0.5	0.03	0.10	0.22
0.7	0.03	0.10	0.23
0.8	0.03	0.10	0.23
1.0	0.03	0.10	0.23

U.S. Carriers

Aircraft	400	600
	-0.12	-0.34
	0.29	0.24
	-0.53	-0.91
	-0.93	-1.48

Fare	Number of Aircraft		
	50	100	200
Nominal 0.9 present fare	0.15	0.29	0.50
0.5	-0.29	-0.52	-0.86
0.7	-0.07	-0.11	-0.18
0.8	0.04	0.09	0.16
1.0	0.26	0.49	0.84

U.S. Carriers

Fare	Number of Aircraft		
	50	200	400
Nominal 1.10 present fare	-0.19	-0.40	-0.67
1.00	-0.26	-0.56	-0.93
1.15	-0.10	-0.32	-0.54
1.20	-0.13	-0.24	-0.41
			-0.55



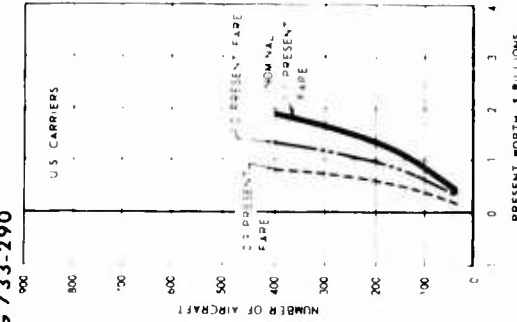
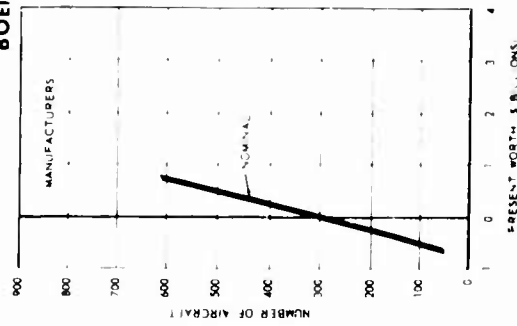
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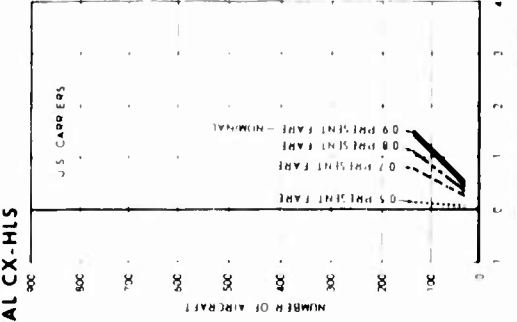
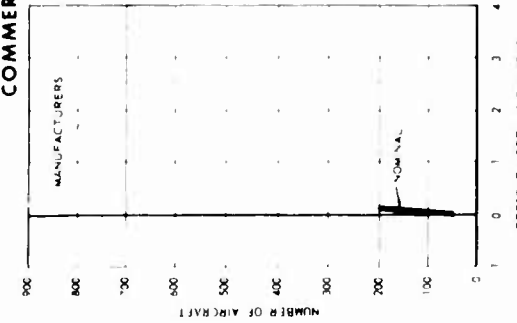
Development and  
Production Costs : FAA or MFG

Operating Costs : FAA

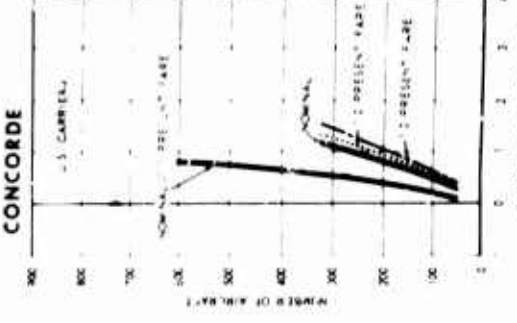
### BOEING 733-290



### COMMERCIAL CX-HLS



### CONCORDE



## SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : PRC

Operating Costs : ORI

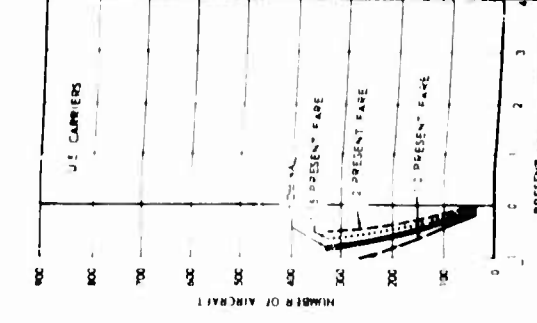
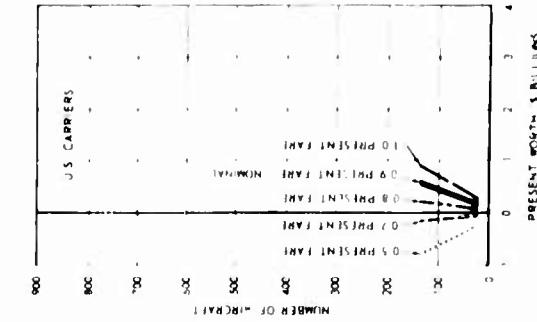
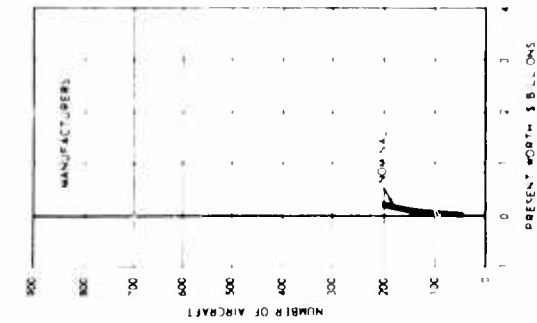
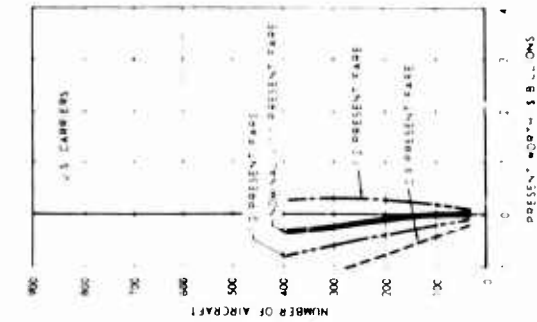
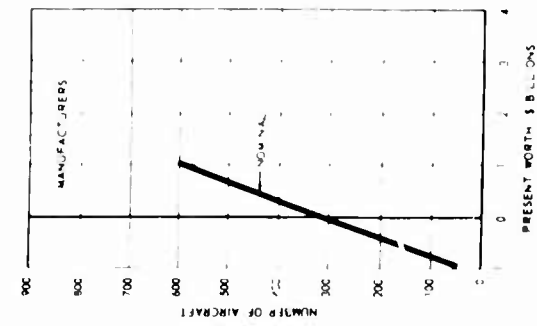


Figure S1.12. Sensitivity of Program Returns to Variation in Fare  
(in Terms of Present Worth)

Table S1.13. Sensitivity of Program  
(in Terms of

Return on Investment  
Boeing 733-290

Manufacturers

Sales price	Number of Aircraft		
	50	200	400
Nominal 1.00	-11.0	14.0	24.0
1.05	- 9.0	15.0	25.0
0.95	-13.0	12.0	22.0

U.S. Carriers

Sales price	Number of Aircraft		
	50	200	400
Nominal 1.00	59.0	62.0	58.0
1.05	55.0	58.0	54.0
0.95	62.0	66.0	62.0

# SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : FAA or MFG

Operating Costs : FAA

Program Returns to Variation in Sales Price  
(% of Rate of Return)

Table 14. Variations in Market Success and in Internal Rate of Return

Manufacturers	Return on Investment		
	Commercial CX-HLS		

Sales price	Number of Aircraft		
	50	100	200
Nominal 1.00	37.0	59.0	87.0
1.05	52.0	74.0	105.0
0.95	23.0	45.0	71.0

U.S. Carriers

Sales price	Number of Aircraft		
	50	100	200
Nominal 1.00	106.0	107.0	108.0
1.05	101.0	102.0	103.0
0.95	112.0	113.0	113.0

U.S. Carriers

Sales price	Number of Aircraft			
	50	200	400	600
Nominal 1.00	57	62	60	60
1.05	53	58	56	56
0.95	61	66	65	64

**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : FAA or MFG  
Operating Costs : FAA**

**BOEING 733-290**

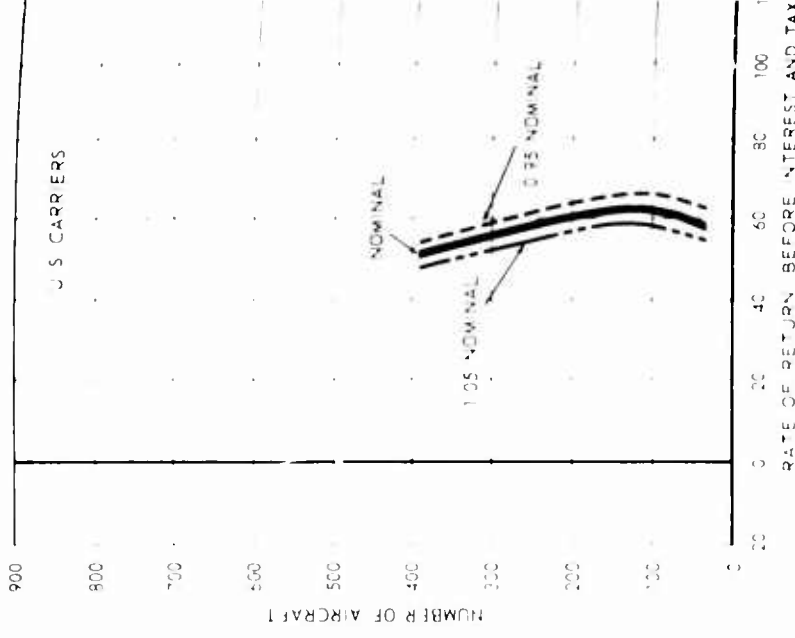
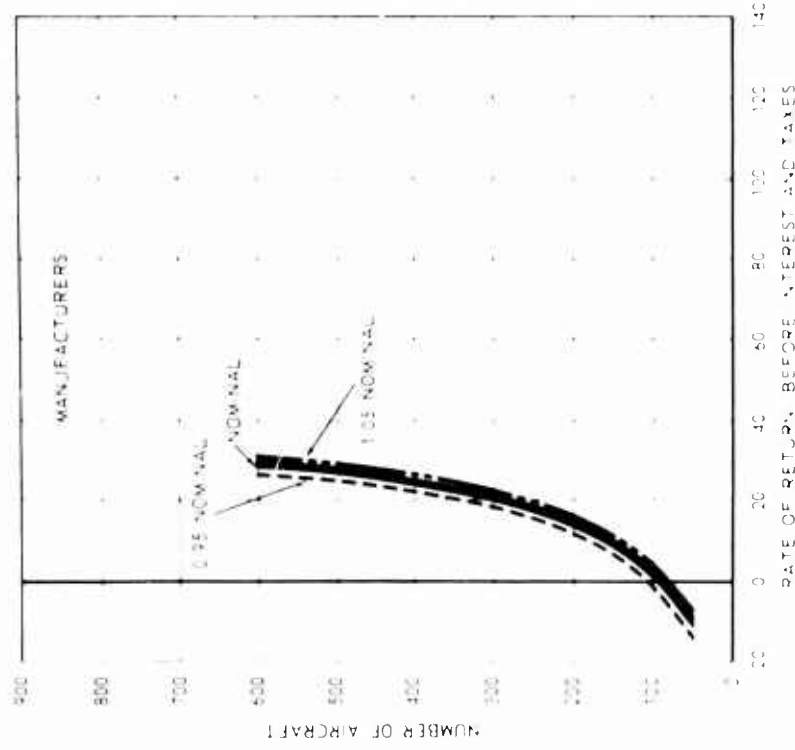
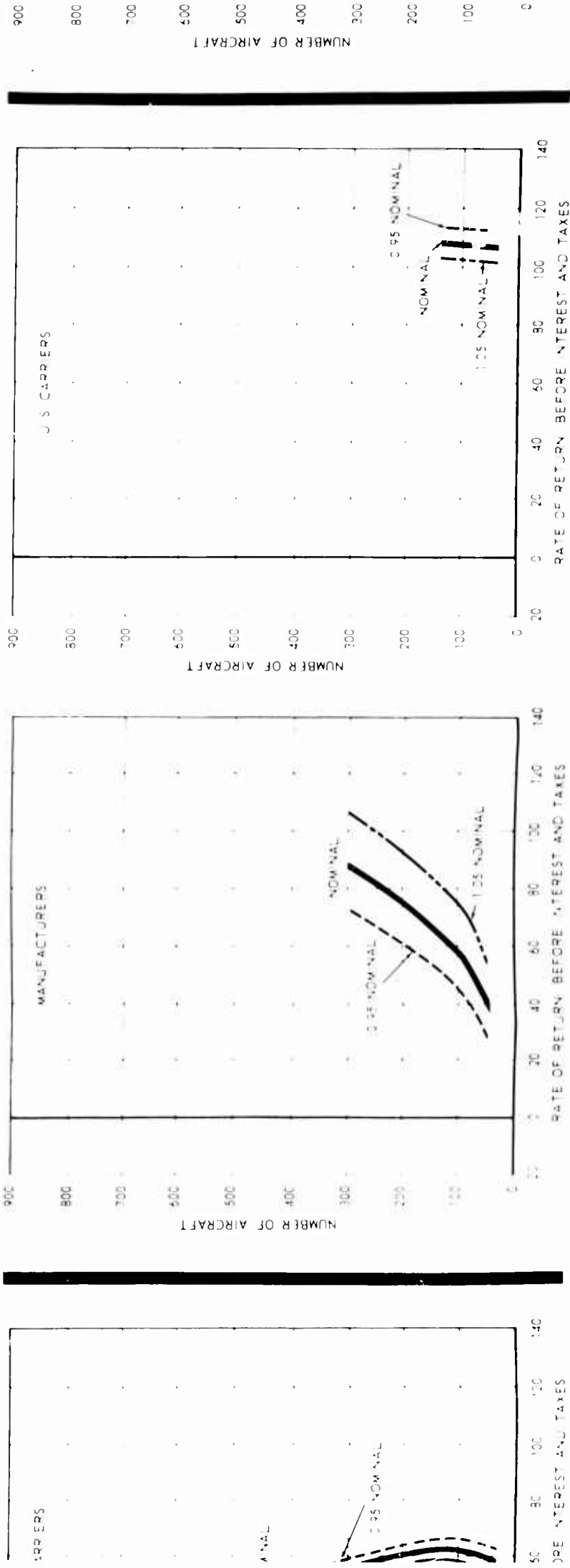


Figure S1.13. Sensitivity of Program  
(in Terms of I

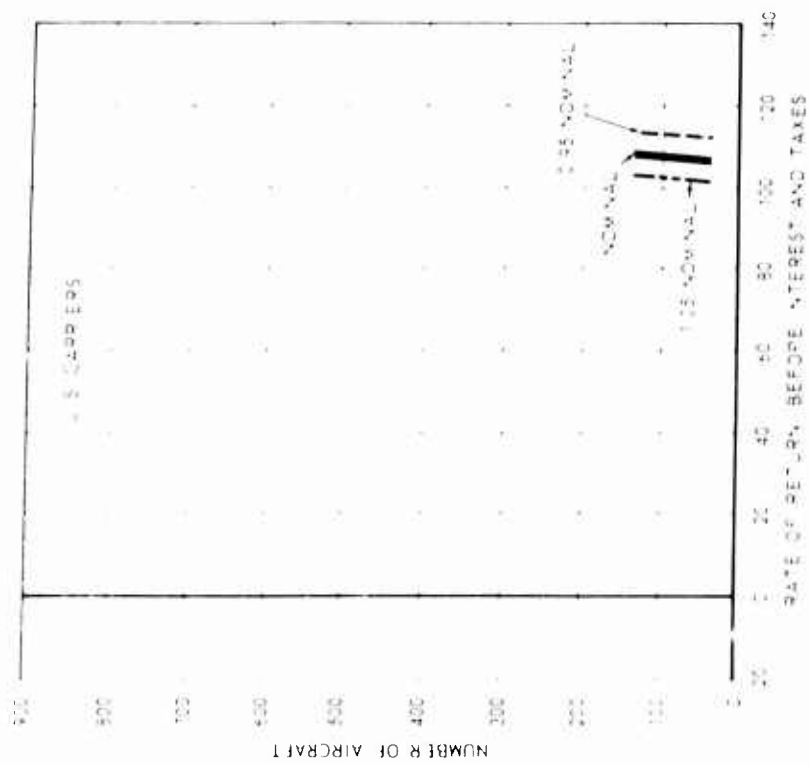
# SALES PRICE VARIED

## COMMERCIAL CX-HLS



itivity of Program Returns to Variation in Sales Price  
(in Terms of Rate of Return)

# MERCIAL CX-HLS



# CONCORDE

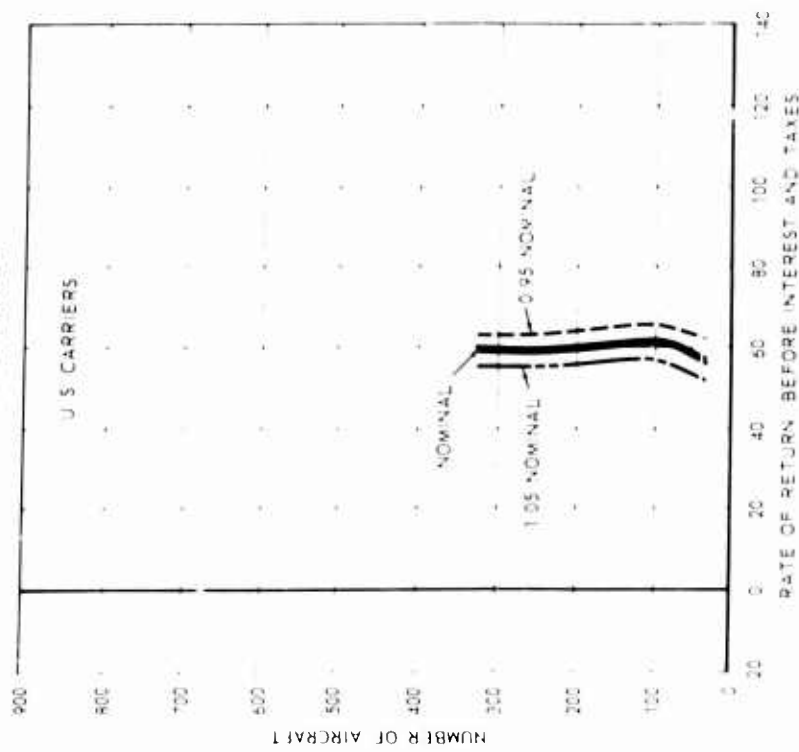


Table S1.14. Sensitivity of Program  
(in Terms of Program)

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## SOURCES OF DATA INPUTS FOR :

# Development and

### Production Costs : FAA or MFG

## Operating Costs : FAA

Present Worth (£ Billions)

Boeing 733-290  
Manufacturers

Sales price	Number of Aircraft				
	50	200	400	600	
Nominal 1.00	-0.70	-0.31	0.20	0.71	
1.05	-0.67	-0.24	0.32	0.87	
0.95	-0.72	-0.38	0.08	0.55	

## U.S. Carriers

Sales price	Number of Aircraft			
	50	200	400	600
Nominal 1.00	0.38	0.97	1.47	1.92
1.05	0.36	0.93	1.40	1.87
0.95	0.40	1.01	1.54	2.02

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**Sensitivity of Program Returns to Variation in Sales Price  
(in Terms of Present Worth)**

Table 15. Variations in Market Success and Present Worth of Program Cash Flows (at 20 percent and before taxes)

Manufacturers		Present Worth (\$ Billions)		
		Commercial CN-HLS		
Sales price	Number of Aircraft			
	50	100	200	
Nominal 1.00	0.01	0.05	0.12	
1.05	0.02	0.07	0.15	
0.95	0	0.03	0.09	

Manufacturers		Present Worth (\$ Billions)		
		Concorde		
Sales price	Number of			
	50	200		
Nominal 1.00		0	0	
1.05		0	0	
0.95		0	0	

U.S. Carriers		Present Worth (\$ Billions)		
		Concorde		
Sales price	Number of Aircraft			
	50	100	200	
Nominal 1.00	0.49	0.89	1.52	
1.05	0.48	0.88	1.50	
0.95	0.50	0.91	1.54	

U.S. Carriers		Present Worth (\$ Billions)		
		Concorde		
Sales price	Number of			
	50	200		
Nominal 1.00		0.21	0.56	
1.05		0.20	0.54	
0.95		0.22	0.59	



riation in Sales Price

utions in Market Success and Present Worth of Program  
ash Flows (at 20 percent and before taxes)

Present Worth (\$ Billions)

Commercial CX-HLS

rice	Number of Aircraft		
	50 /	100	200
	0.01	0.05	0.12
	0.02	0.07	0.15
	0	0.03	0.09

rice	Number of Aircraft		
	50	100	200
	0.49	0.89	1.52
	0.48	0.88	1.50
	0.50	0.91	1.54

Present Worth (\$ Billions)

Manufacturers Concorde

Sales price	Number of Aircraft		
	50	200	400
Nominal 1.00	0	0	0
1.05	0	0	0
0.95	0	0	0

U.S. Carriers Concorde

Sales price	Number of Aircraft		
	50	200	400
Nominal 1.00	0.21	0.56	0.89
1.05	0.20	0.54	0.85
0.95	0.22	0.59	0.93

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Table S1.15. Sensitivity of SST Program Returns to Variations of Sonic Boom

a. Variation in Market Success and in Internal Rate of Return for Boeing 700-290

Manufacturers                      Rate of Return

Effects of Sonic Boom	Number of Aircraft		
	50	200	600
Nominal 2.0/1.5	-11.0	14.0	24.0
2.5/1.7	-11.0	14.0	24.0
2.0/1.5	-11.0	14.0	24.0
2.5/1.7	-11.0	14.0	24.0

U.S. Carriers

Effects of Sonic Boom	Number of Aircraft		
	50	200	600
Nominal 2.0/1.5	59.0	62.0	58.0
2.5/1.7	64.0	68.0	62.0
2.0/1.5	62.0	66.0	60.0
2.5/1.7	62.0	66.0	60.0
Over water	53.0	46.0	
	53.0	50.0	

SOURCES OF DATA INPUTS FOR :

- Development and
- Production Costs : FAA
- Operating Costs : FAA

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15. Sensitivity of SST Program Returns to Variations of Sonic Boom

a. Variation in Market Success and in Internal Rate of Return  
Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Rate of Return

Sonic Boom	Number of Aircraft			
	50	200	400	600
5	-11.0	14.0	24.0	29.0
7	-11.0	14.0	24.0	29.0
5	-11.0	14.0	24.0	29.0
7	-11.0	14.0	24.0	29.0

b. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Manufacturers Present Worth (\$ Billions)

Effects of Sonic Boom	Number of Aircraft			
	50	200	400	600
Nominal 2.0/1.5	-0.70	-0.31	0.20	0.71
2.5/1.7	-0.70	-0.31	0.20	0.71
2.0/1.5	-0.70	-0.31	0.20	0.71
2.5/1.7	-0.70	-0.31	0.20	0.71

U.S. Carriers

Sonic Boom	Number of Aircraft			
	50	200	400	600
5	59.0	62.0	58.0	51.0
7	64.0	68.0	62.0	56.0
5	62.0	66.0	60.0	55.0
7	62.0	66.0	60.0	55.0
Over water	53.0	46.0		
	53.0	50.0		

Effects of Sonic Boom	Number of Aircraft			
	50	200	400	600
Nominal 2.0/1.5	0.38	0.97	1.47	1.92
2.5/1.7	0.44	1.20	1.82	2.26
2.0/1.5	0.42	1.14	1.72	2.16
2.5/1.7	0.42	1.14	1.72	2.16
Over water	0.27	0.65		
	0.27	0.63		

# SOURCES OF DATA INPUTS FOR :

Development and

Production Costs : FAA or MFG

Operating Costs : FAA

## BOEING 733-290

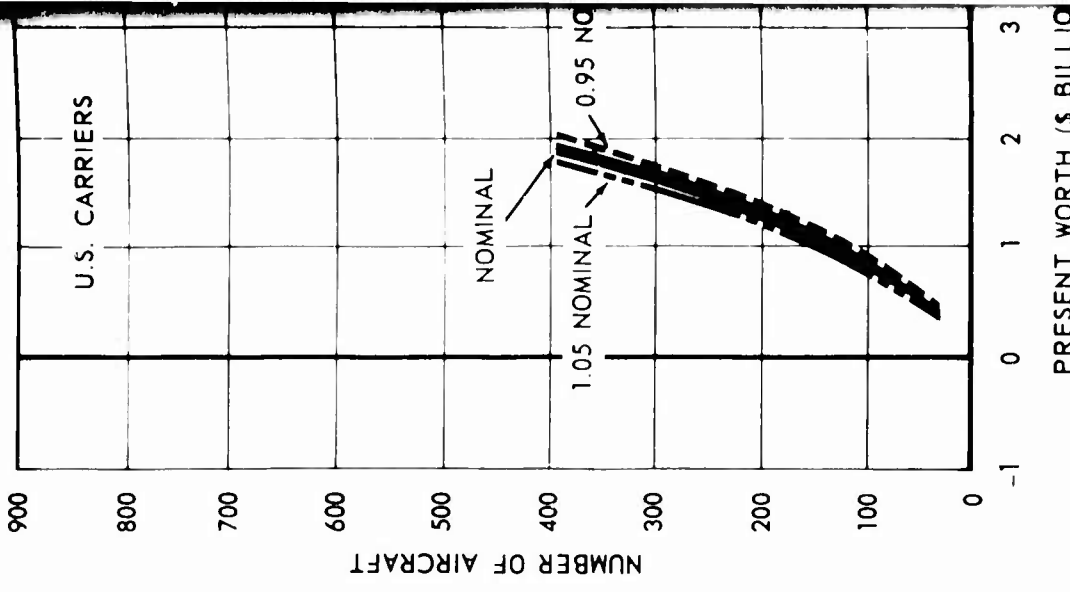
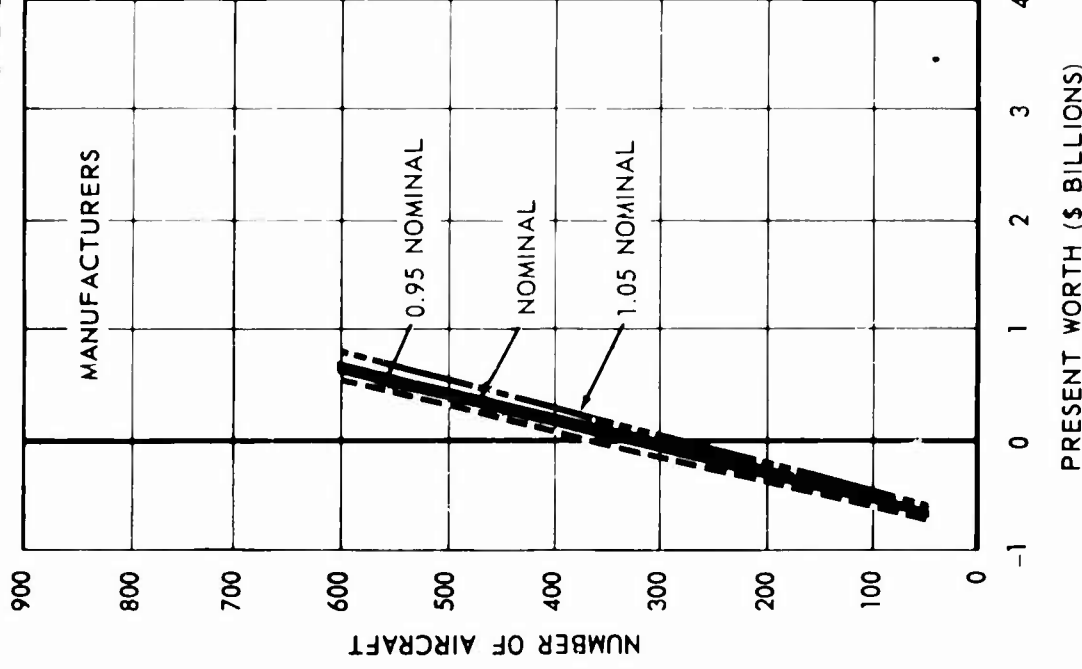
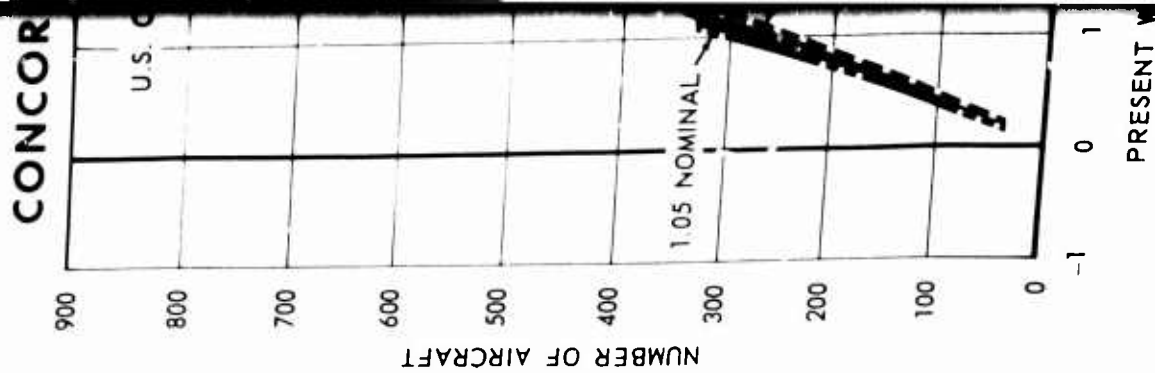
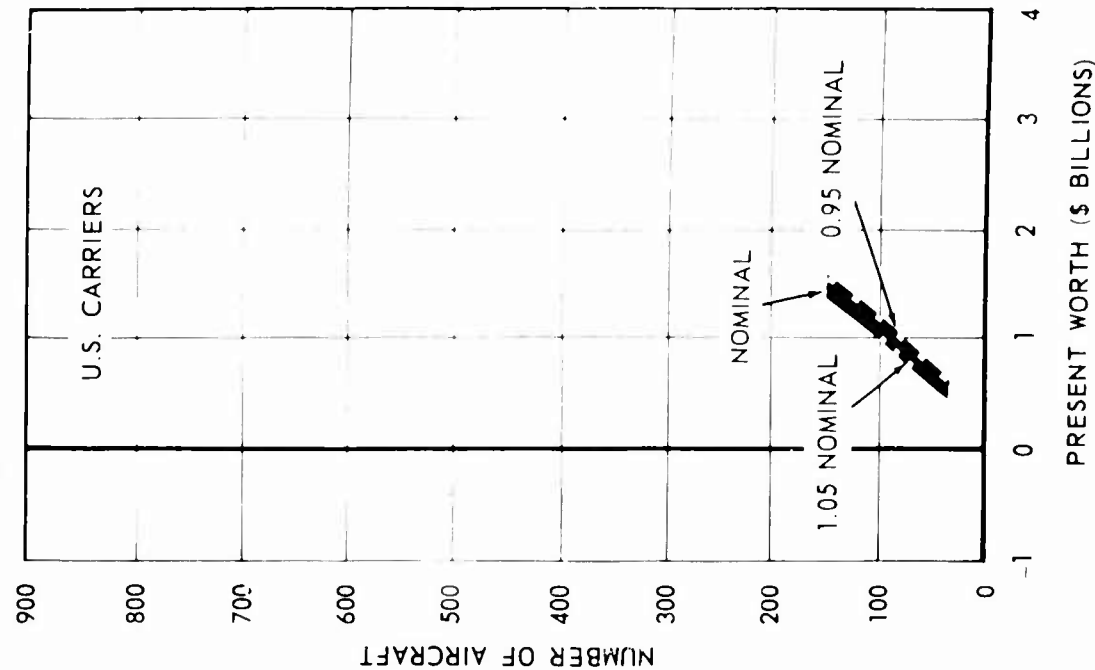
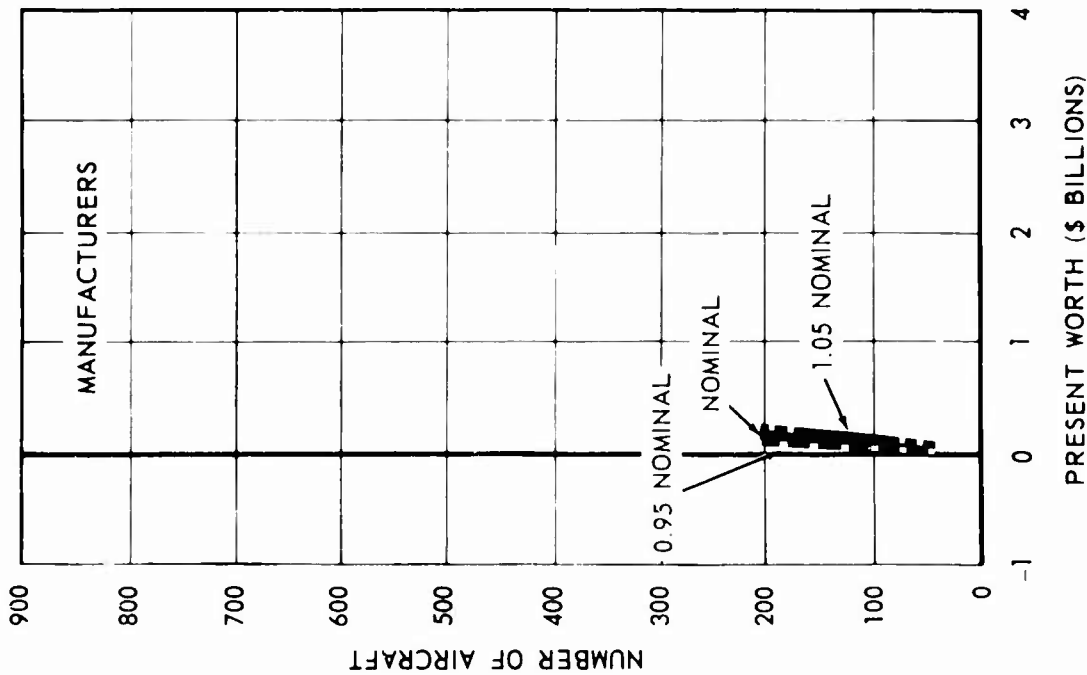
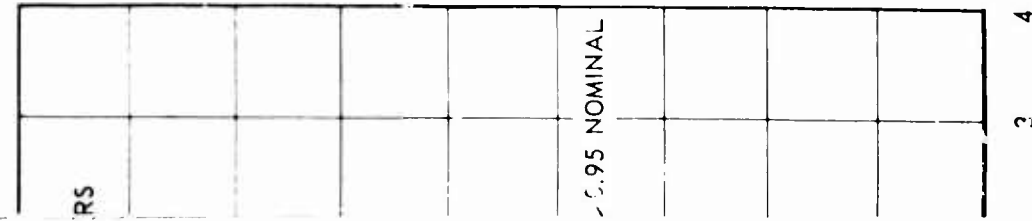


Figure S1.14. Sensitivity

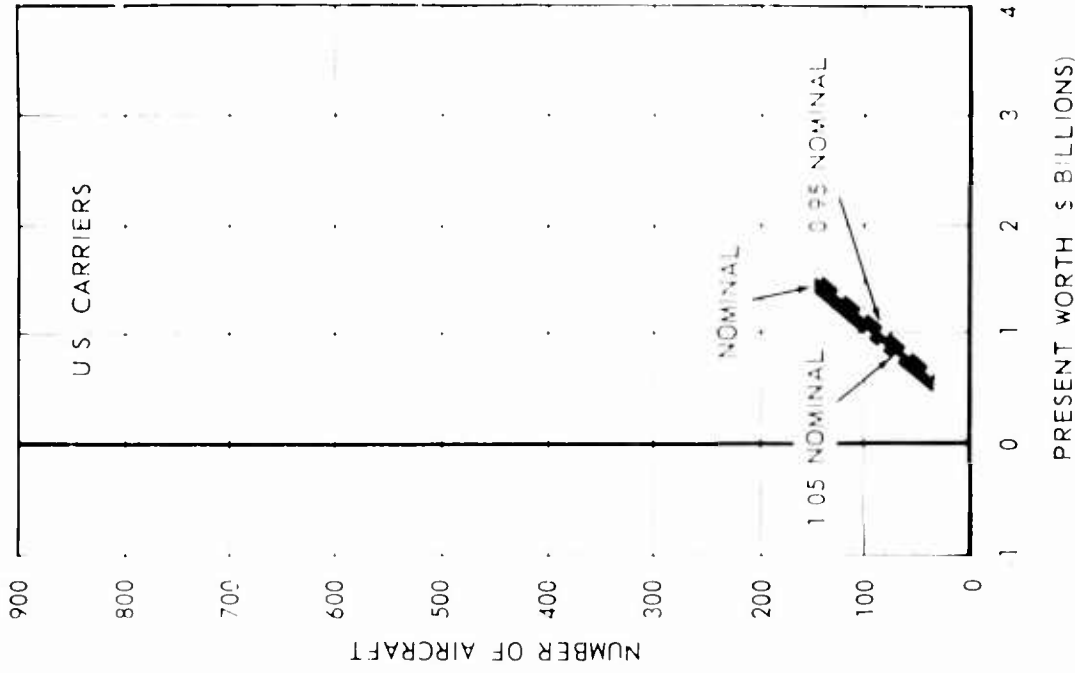
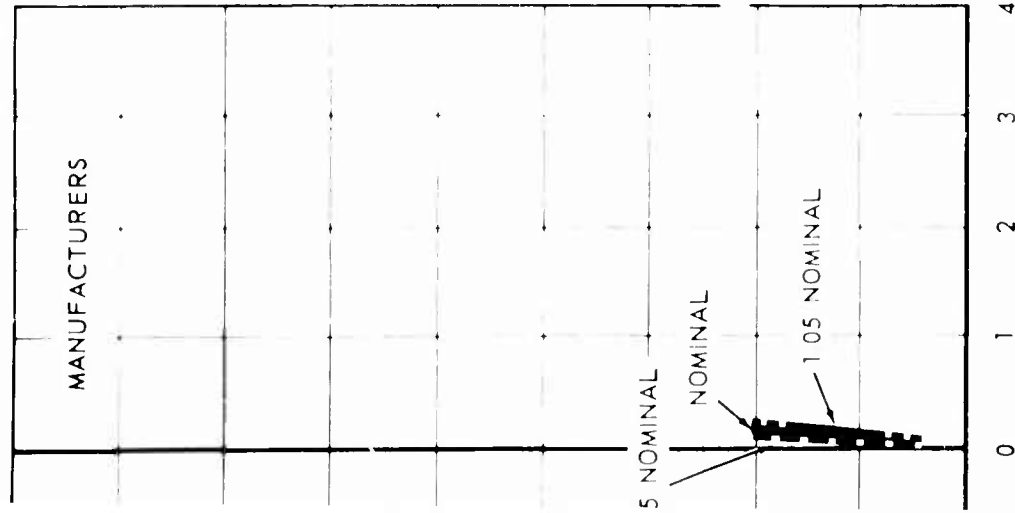
# SALES PRICE VARIED

## COMMERCIAL CX-HLS

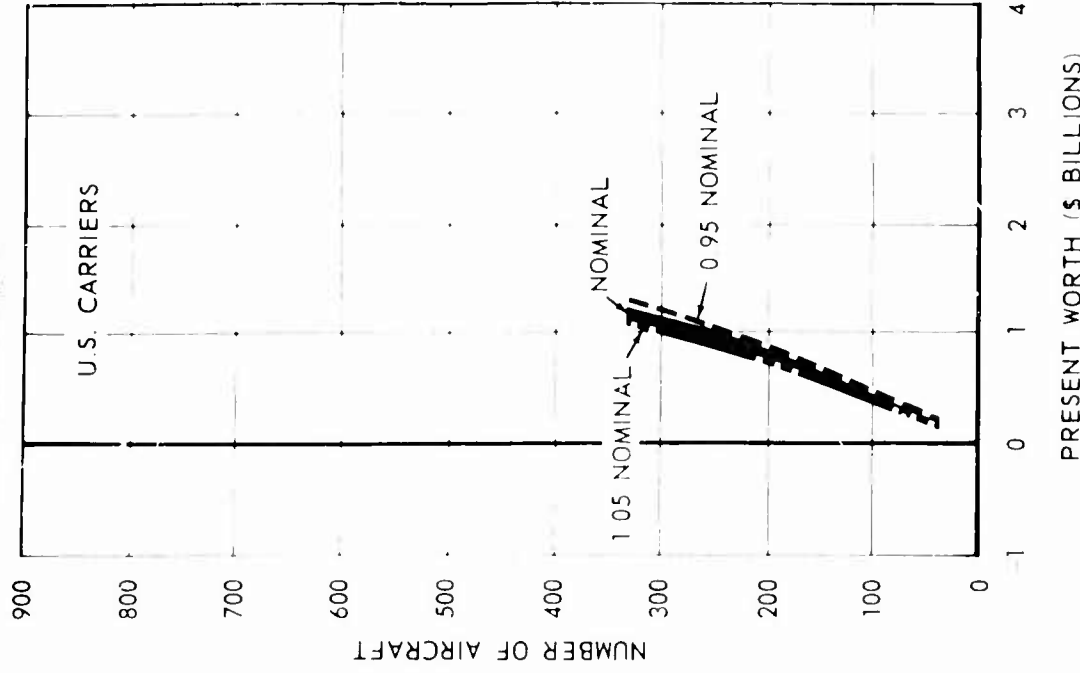


Sensitivity of Program Returns to Variation in Sales Price  
(in Terms of Present Worth)

# COMMERCIAL CX-HLS



# CONCORDE



ion in Sales Price

**SOURCES OF DATA INPUTS FOR :**

- Development and**
- Production Costs : FAA**
- Operating Costs : FAA**

**EFFECTS**

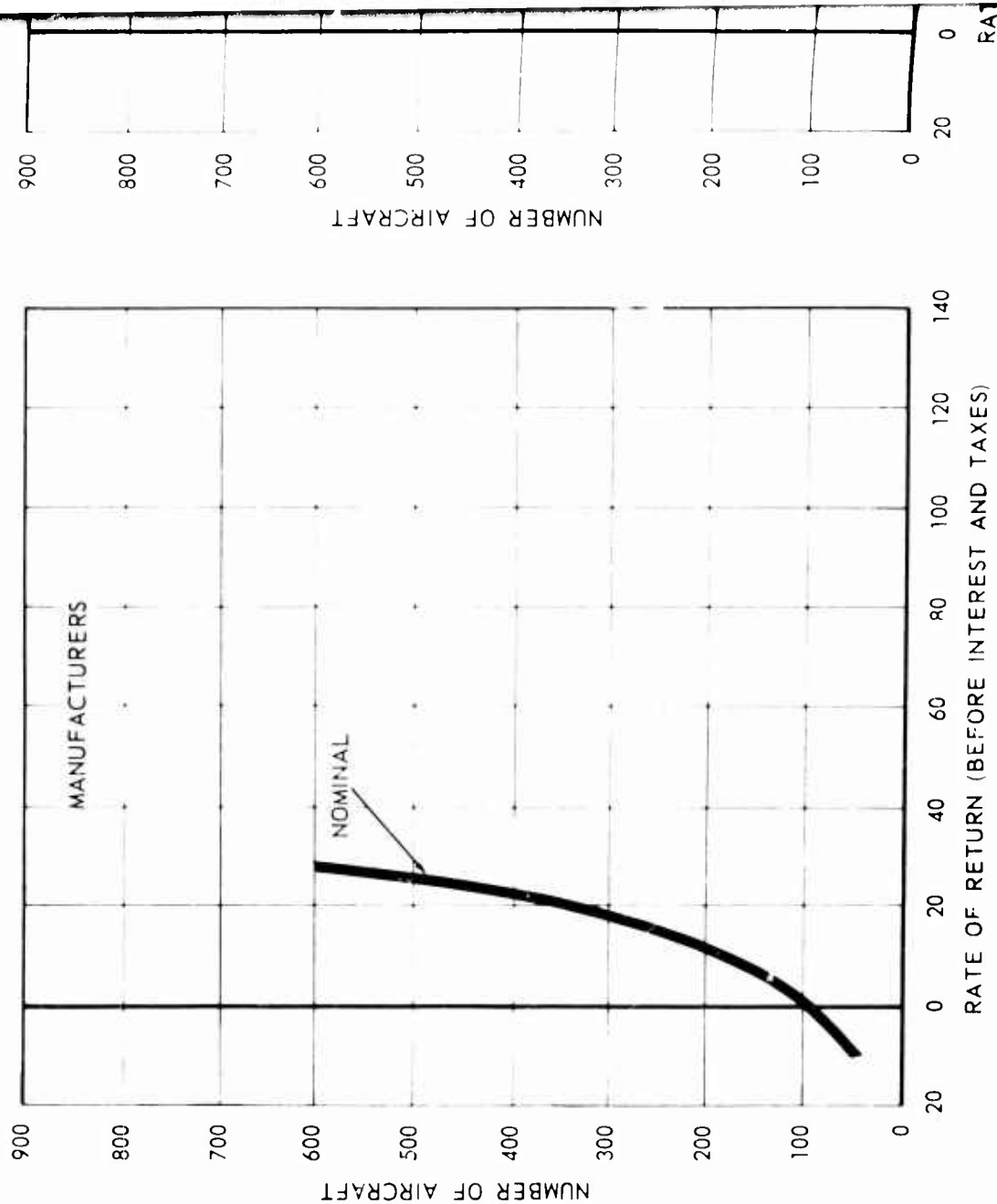
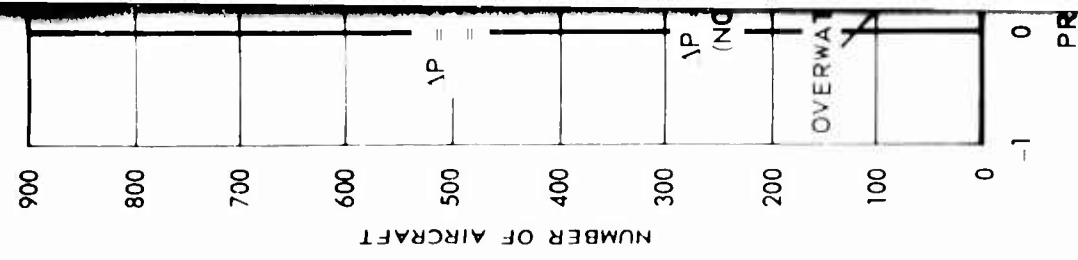
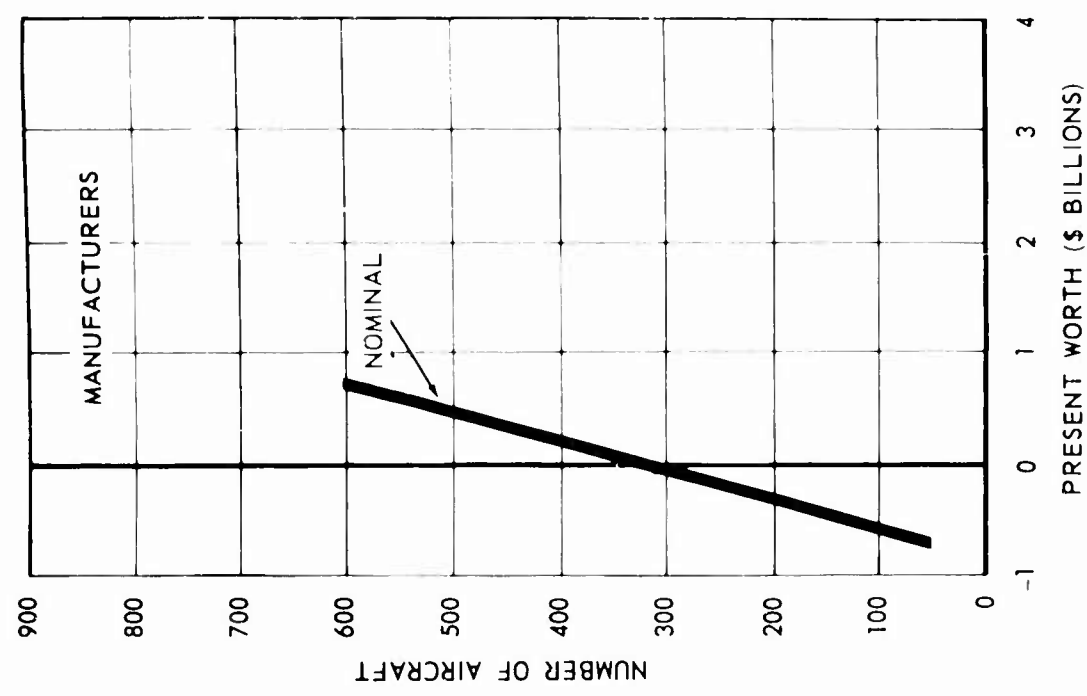
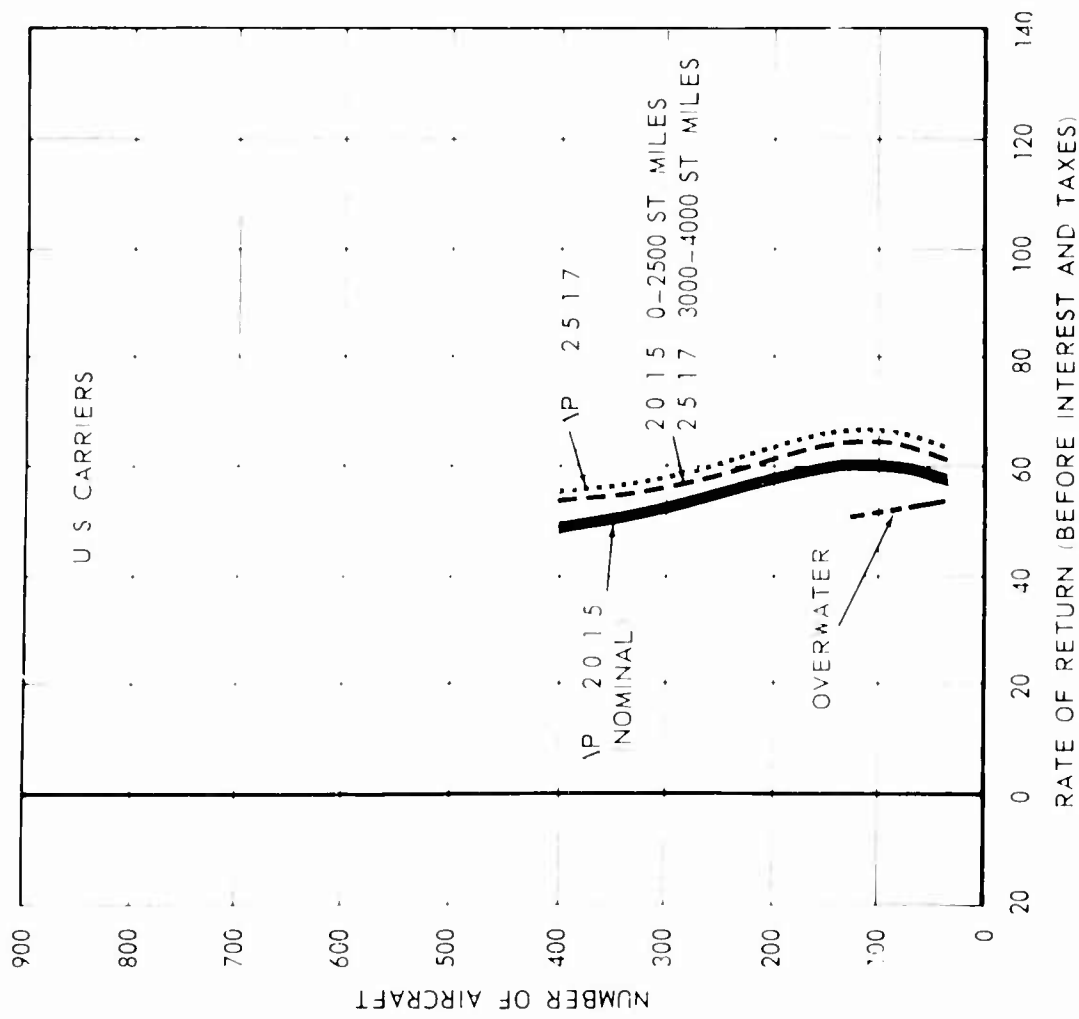


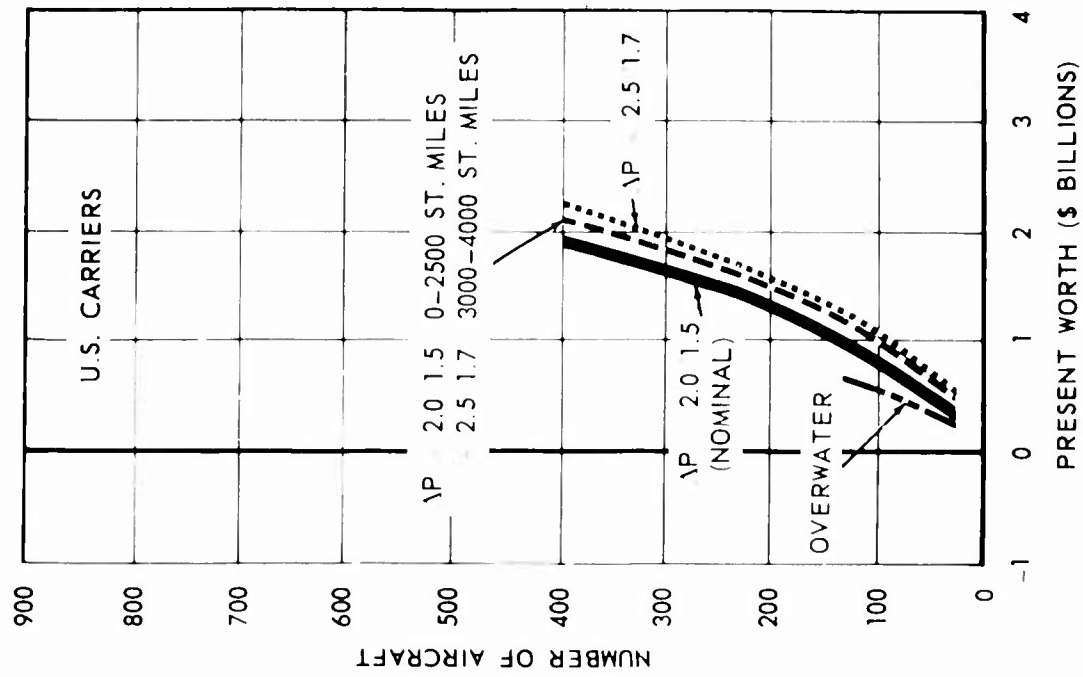
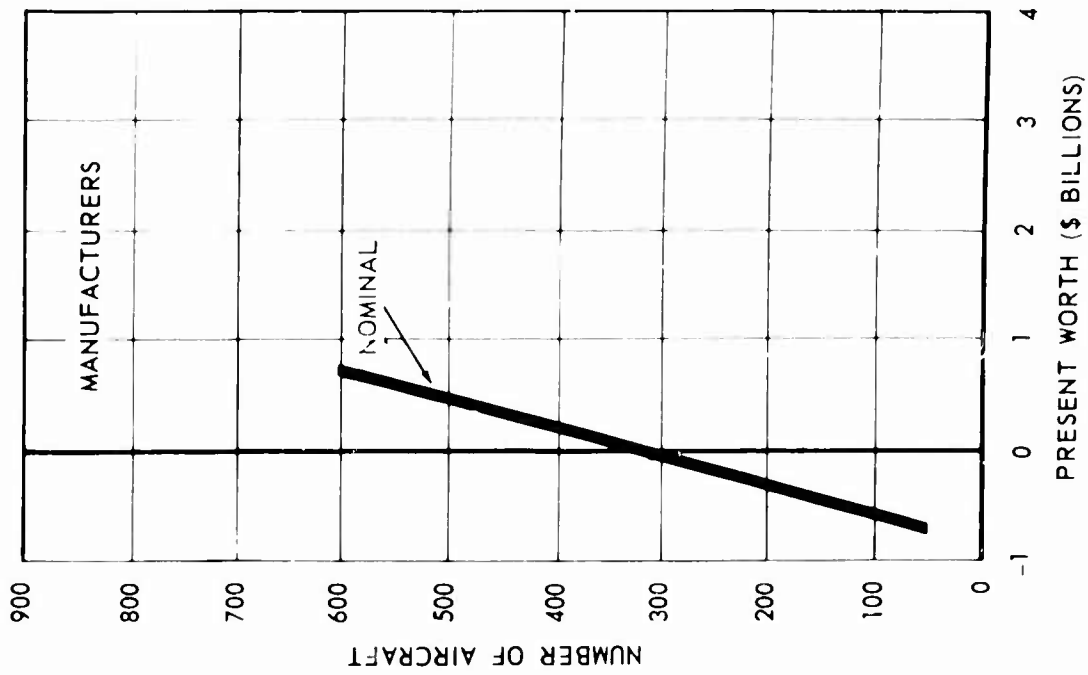
Figure S1.15. Sensitivity of SS

# EFFECTS OF SONIC BOOM



Sensitivity of SST Program Returns to Variations of Sonic Boom





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Table S1.16. Sensitivity of SST Program Returns to Variation in Payload Range Restriction

a. Variation in Market Success and in Internal Rate of Return  
for Boeing 733-290

Manufacturers Rate of Return

Effects of payload range restrictions	Number of Aircraft			
	50	200	400	600
Nominal	-11	14	24	29
No payload rest.	-11	14	24	29

U.S. Carriers

Effects of payload range restrictions	Number of Aircraft			
	50	200	400	600
Nominal	59	62	58	51
No payload rest.	61	65	60	55

SOURCES OF DATA INPUTS FOR :

- Development and
- Production Costs : FAA
- Operating Costs : FAA

sitivity of SST Program Returns to Variation in Payload Range Restrictions

in Market Success and in Internal Rate of Return  
; 733-290

b. Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Rate of Return

oad range ions	Number of Aircraft			
	50	200	400	600
	-11	14	24	29
	-11	14	24	29

Manufacturers Present Worth (\$ Billions)

Effects of payload range restrictions	Number of Aircraft			
	50	200	400	600
Nominal	-0.70	-0.31	0.20	0.71
No payload rest.	-0.70	-0.31	0.20	0.71

U.S. Carriers

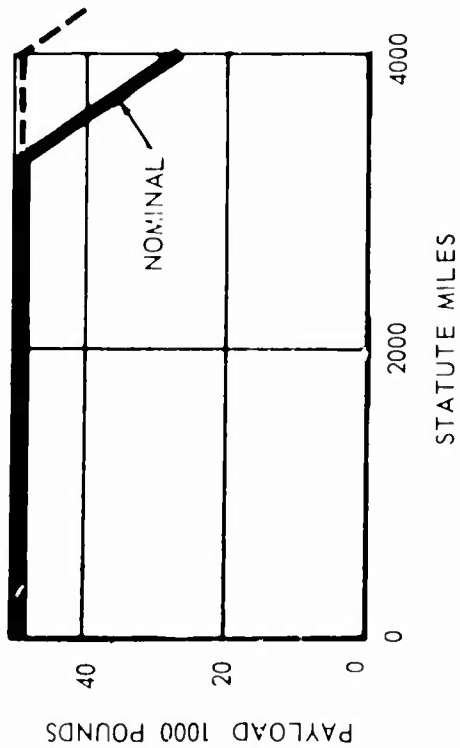
oad range ons	Number of Aircraft			
	50	200	400	600
	59	62	58	51
	61	65	60	55

Effects of payload range restrictions	Number of Aircraft			
	50	200	400	600
Nominal	0.38	0.97	1.47	1.92
No payload rest.	0.41	1.12	1.70	2.15

# SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA

Operating Costs : FAA



# EFFECTS OF

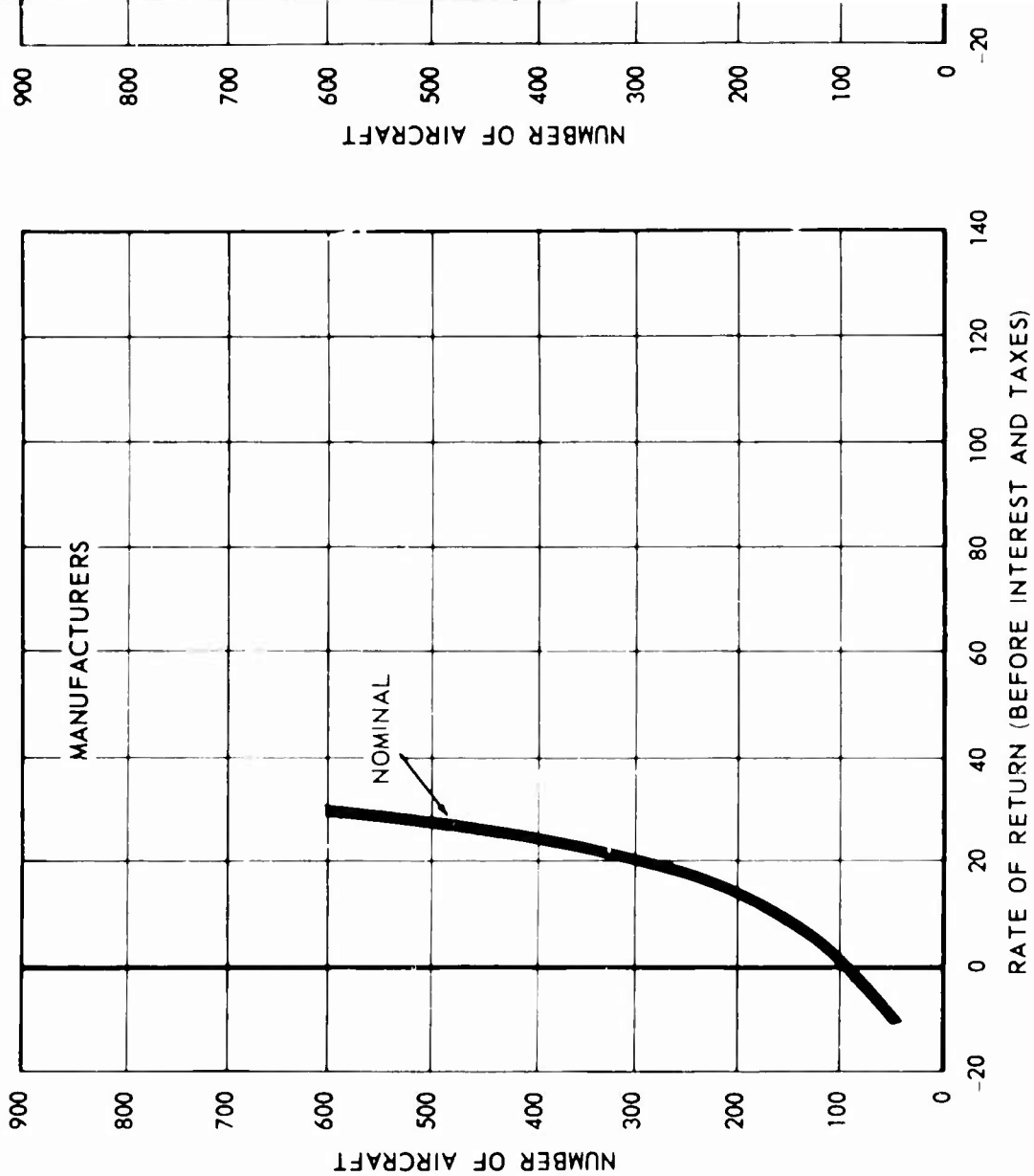


Figure S1.13. Sensitivity of

# EFFECTS OF PAYLOAD-RANGE RESTRICTIONS

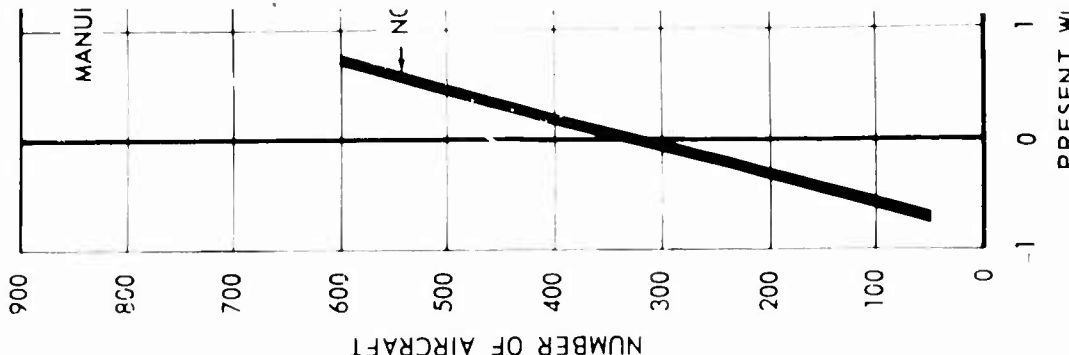
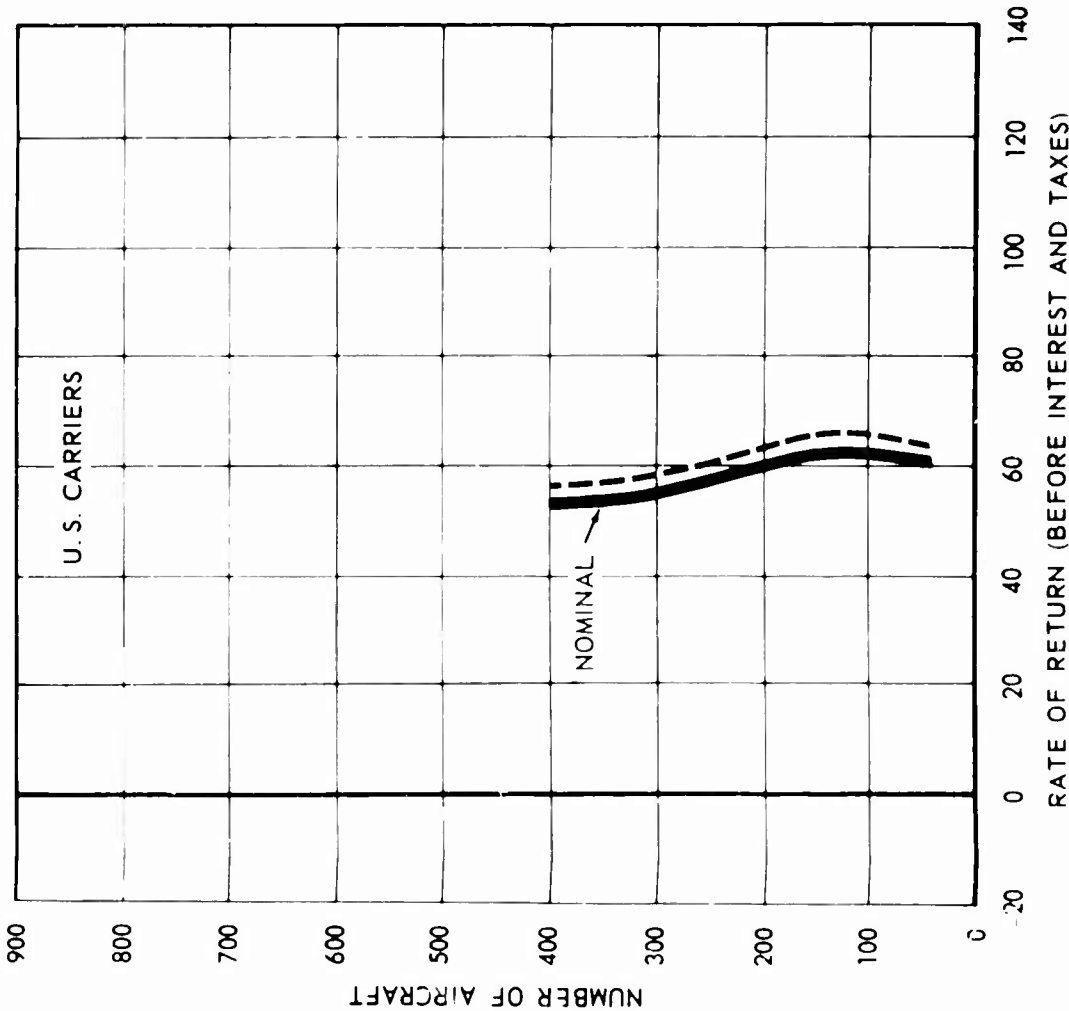
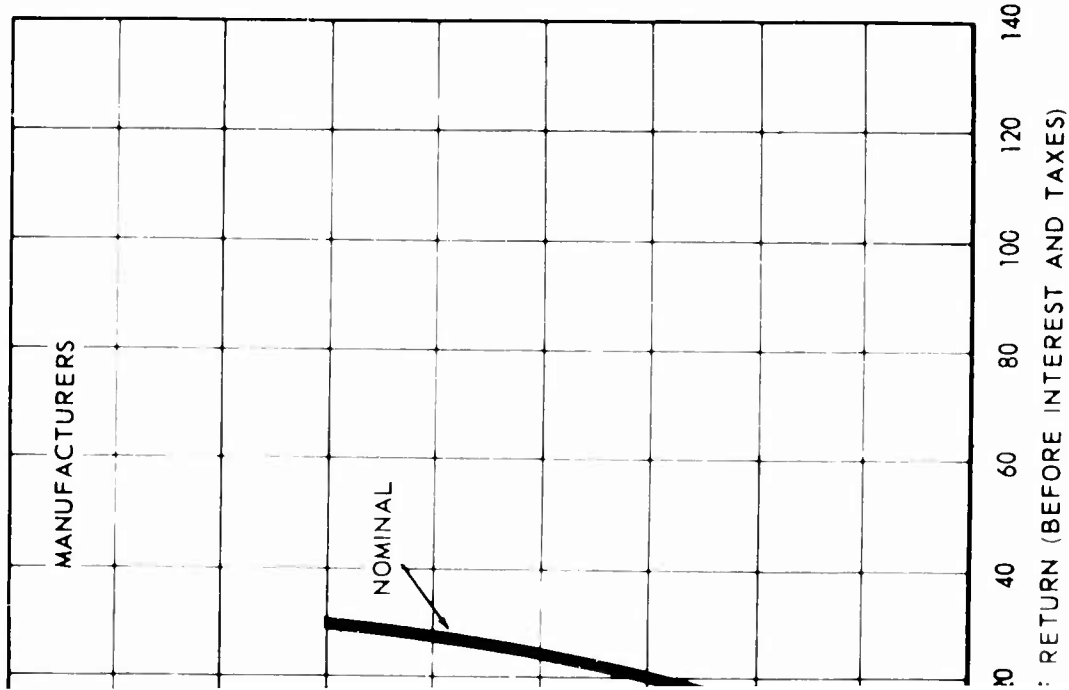
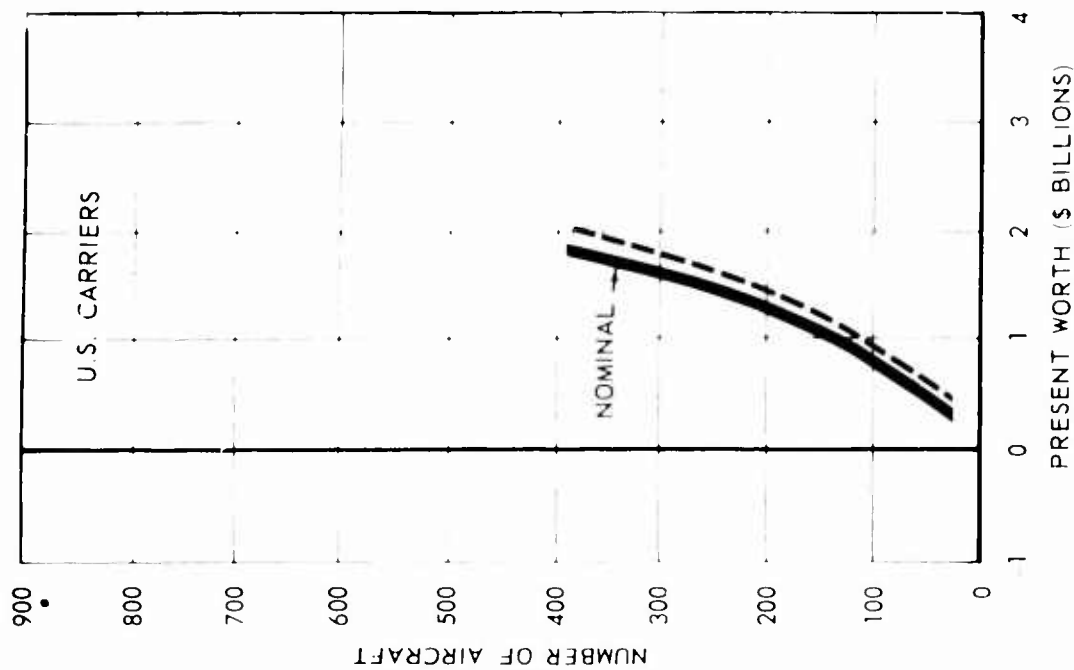
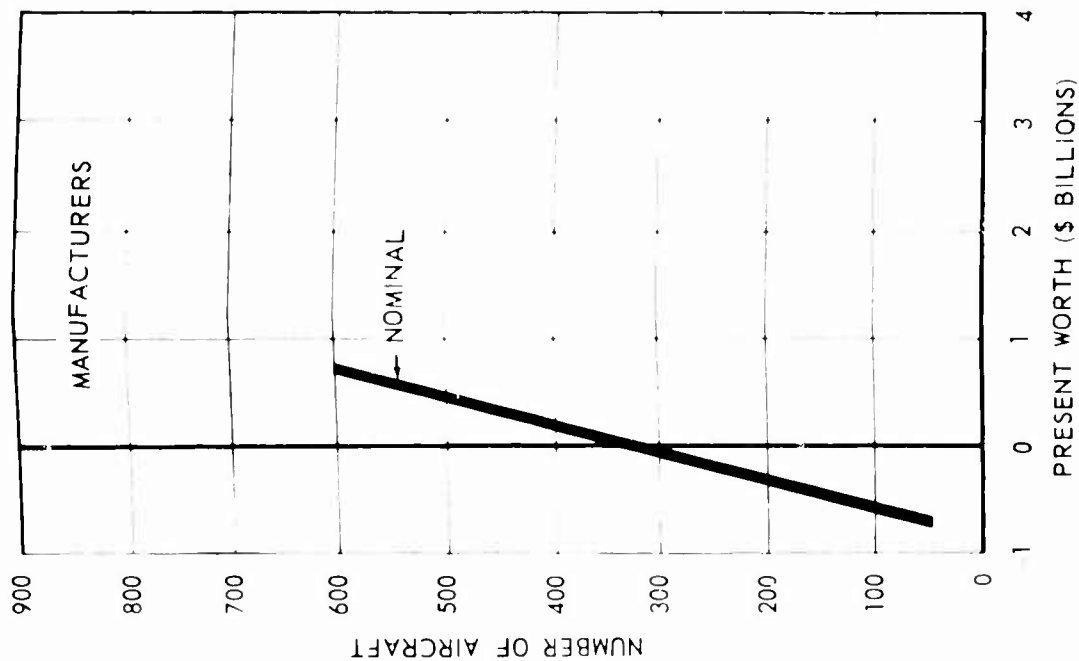
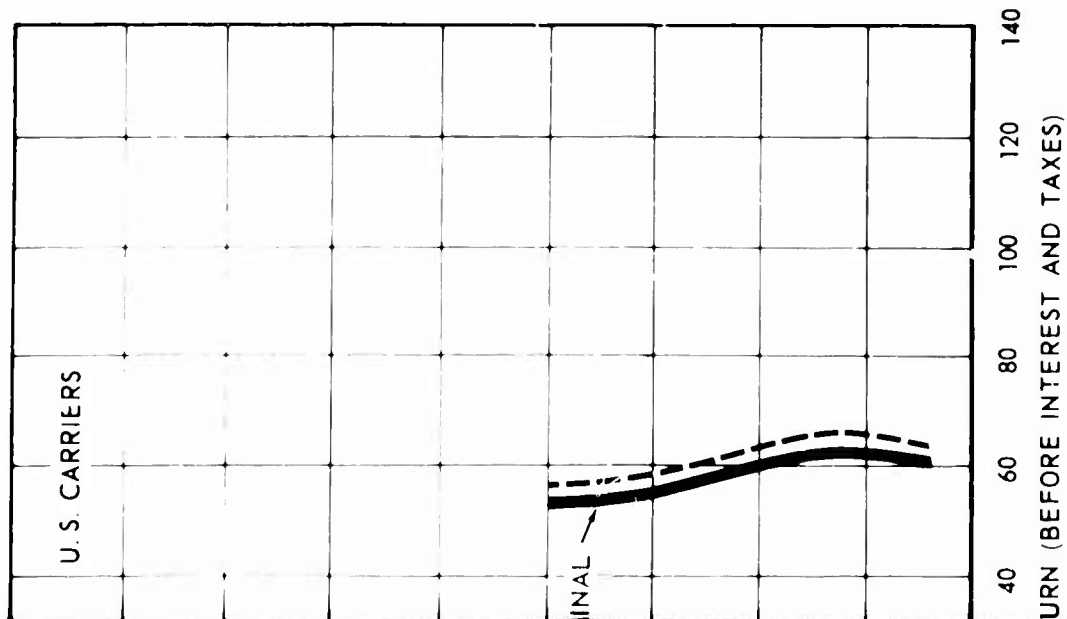


Figure S1.16. Sensitivity of SST Program Returns to Variation in Payload Range Restrictions

# -RANGE RESTRICTIONS



Returns to Variation in Payload Range Restrictions

Table S1.17. Sensitivity of SST Program Returns to Variation in Ambient Temperature

a. Variation in Market Success and in Internal Rate of Return for Boeing 737-200

Manufacturers	Rate of Return			
	Effects of hot day	50	200	Number of Aircraft
Nominal std. day		-10	14	24
+ 20° F		-10	14	24

U.S. Carriers

	Number of Aircraft			
	Effects of hot day	50	200	400
Nominal std. day		74	79	72
+ 20° F		68	71	66

SOURCES OF DATA INPUTS FOR :

- Development and Production Costs : MFG
- Operating Costs : FAA

Sensitivity of SST Program Returns to Variation in Ambient Temperature

- b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-290

n in Market Success and in Internal Rate of Return  
ng 733-290

Rate of Return

hot day	Number of Aircraft			
	50	200	400	600
ly	-10	14	24	30
	-10	14	24	30

Manufacturers Present Worth (\$ Billions)

Effects of hot day	Number of Aircraft			
	50	200	400	600
Nominal std. day	-0.61	-0.25	0.21	0.67
+ 20° F	-0.61	-0.25	0.21	0.67

U.S. Carriers

hot day	Number of Aircraft			
	50	200	400	600
v	74	79	72	66
	68	71	66	60

Effects of hot day	Number of Aircraft			
	50	200	400	600
Nominal std. day	0.50	1.35	2.06	2.56
- 20° F	0.43	1.12	1.72	2.20



**SOURCES OF DATA INPUTS FOR :**

**Development and  
Production Costs : MFG**

**Operating Costs : FAA**

**Aero Data: Hand computed  
MFG Data**

**EF**

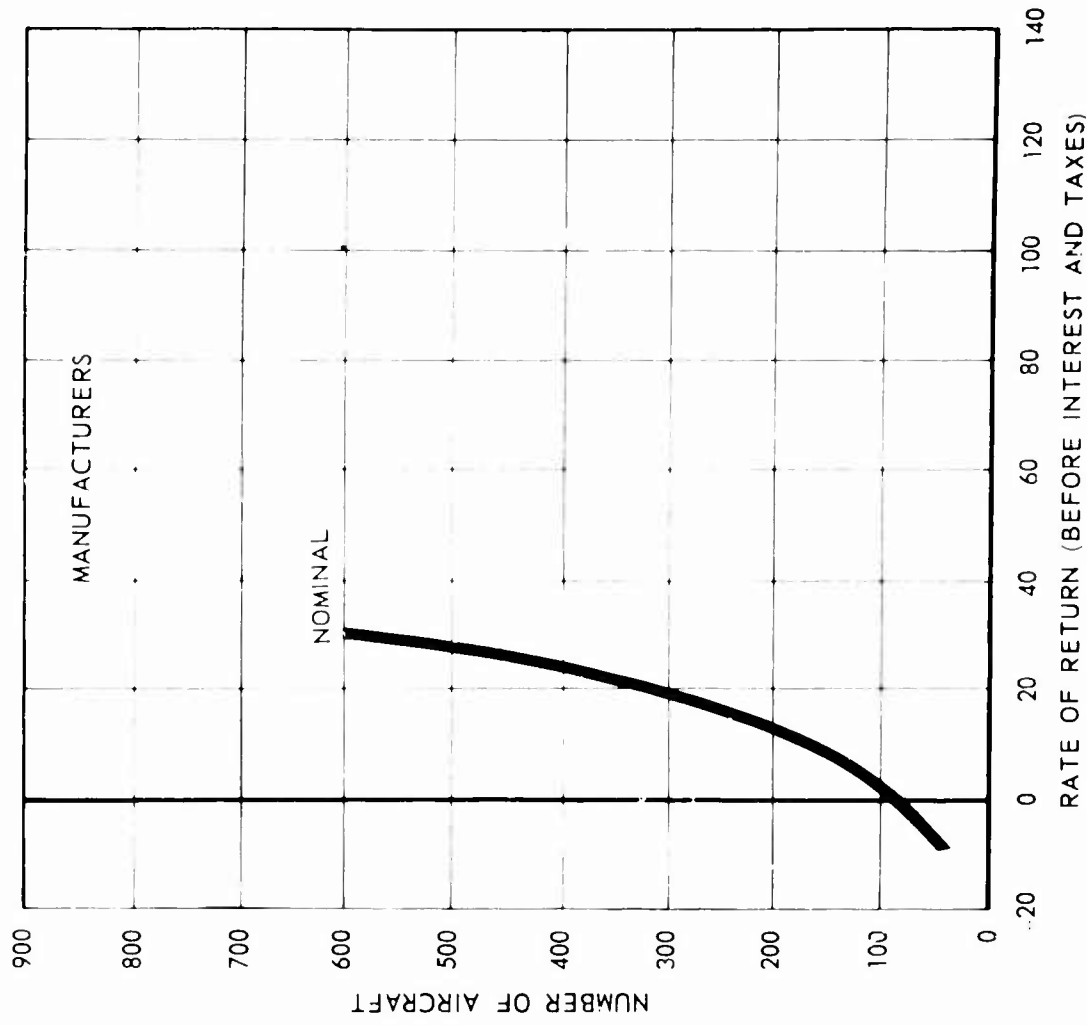
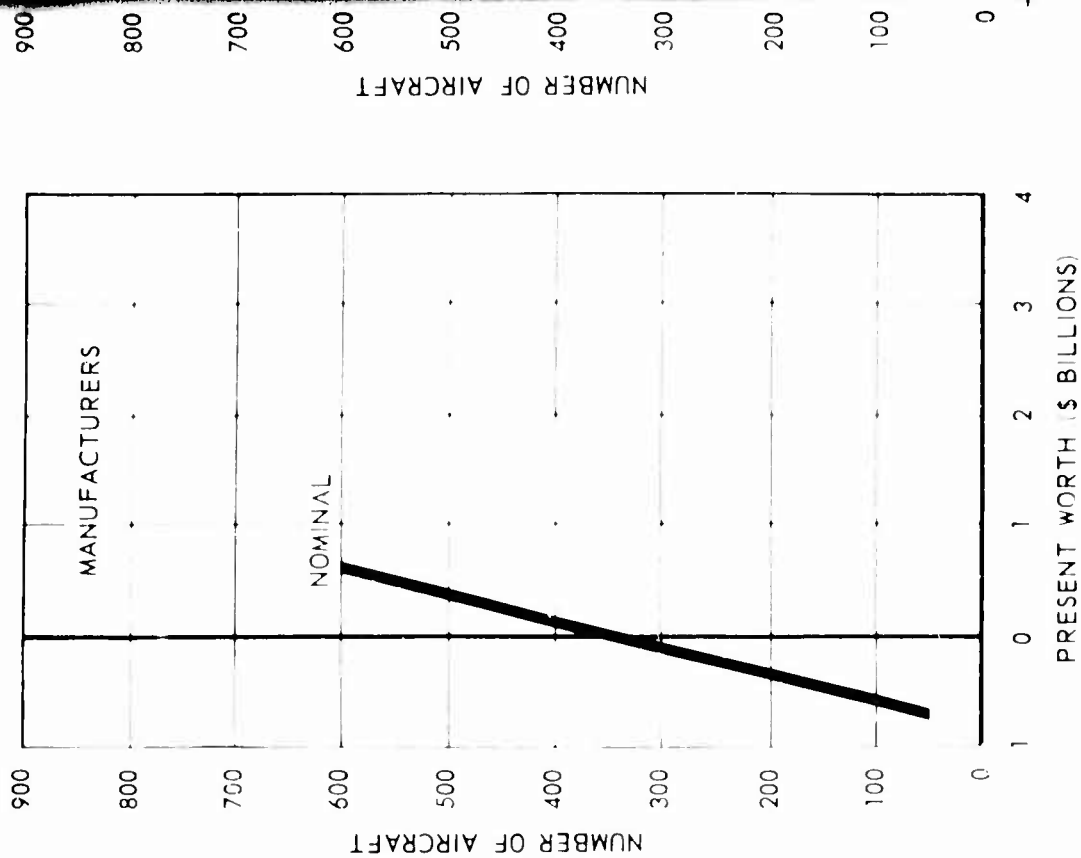
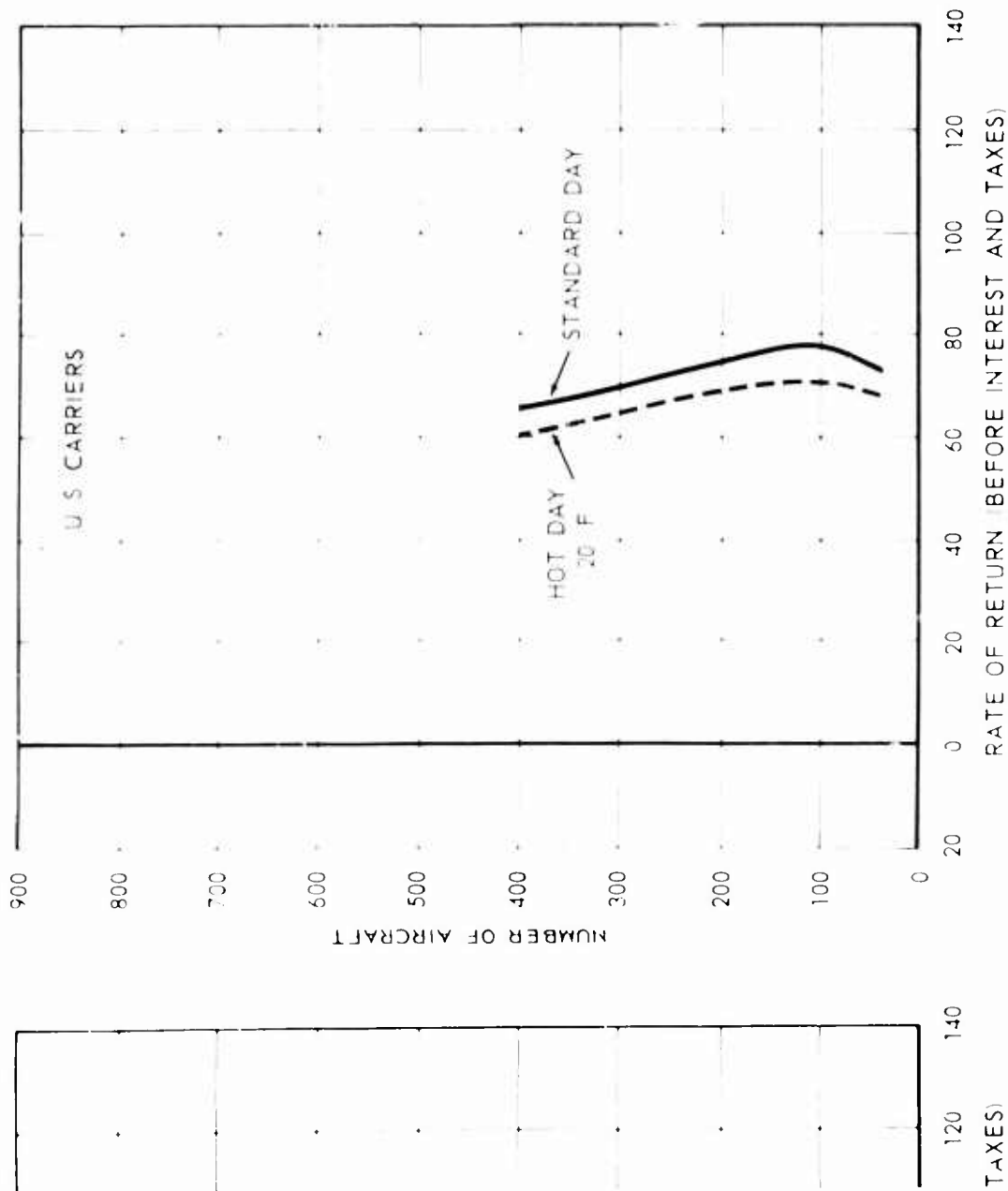
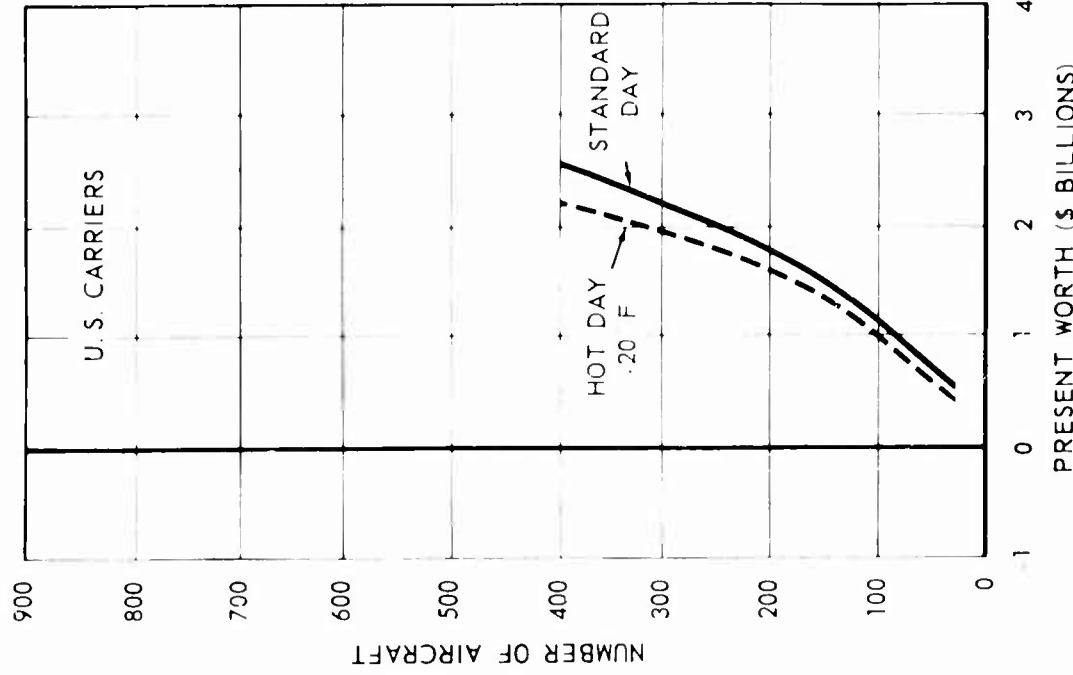
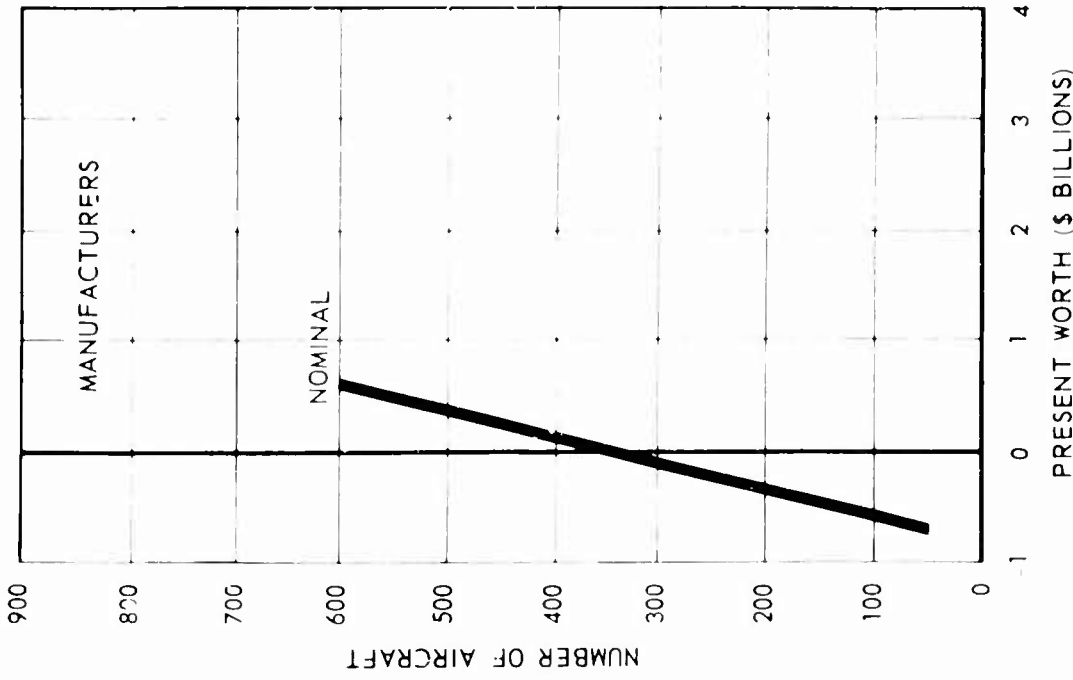


Figure S1.17. Sensitivity

# EFFECTS OF A HOT DAY



re S1.17. Sensitivity of SST Program Returns to Variation in Ambient Temperature



Temperature

Table S1.18. Sensitivity of SST Program Returns to Variation in Costs

a. Variation in Market Success and in Internal Rate of Return for Boeing 733-290

Manufacturers	Effects of Cargo	Rate of Return			
		50	200	400	600
Nominal		-11	14	24	29
No cargo		-11	14	24	29

U.S. Carriers

Effects of Cargo	Number of Aircraft			
	50	200	400	600
Nominal	59	62	58	51
No cargo	54	56	52	45

le S1.18. Sensitivity of SST Program Returns to Variation in Cargo

Success and in Internal Rate of Return

b Variation in Market Success and Present Worth of Program  
Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Rate of Return

	Number of Aircraft			
	50	200	400	600
	-11	14	24	29
	-11	14	24	29

Manufacturers Present Worth (\$ Billions)

Effects of cargo	Number of Aircraft			
	50	200	400	600
Nominal	-0.70	-0.31	0.20	0.71
No cargo	-0.70	-0.31	0.20	0.71

U.S. Carriers

	Number of Aircraft			
	50	200	400	600
	59	62	58	51
	54	56	52	45

Effects of cargo	Number of Aircraft			
	50	200	400	600
Nominal	0.38	0.97	1.47	1.92
No cargo	0.32	0.82	1.21	1.55

SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA  
Operating Costs : FAA

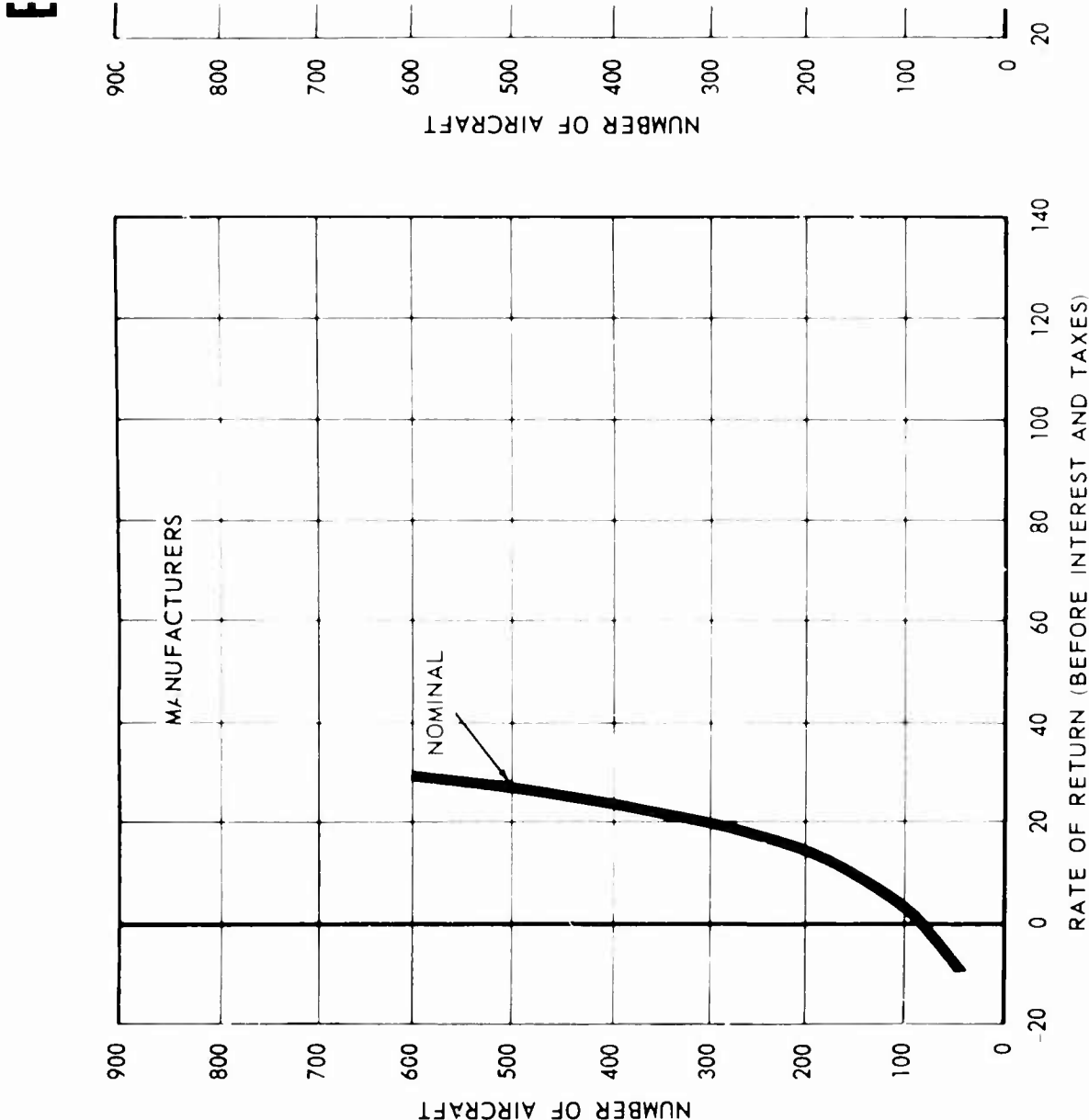
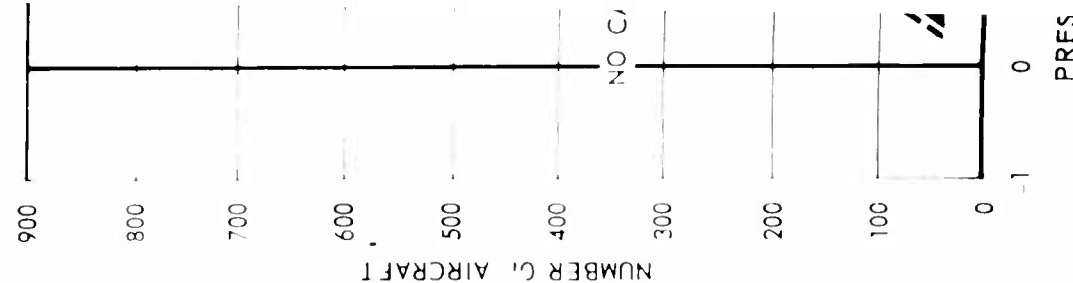
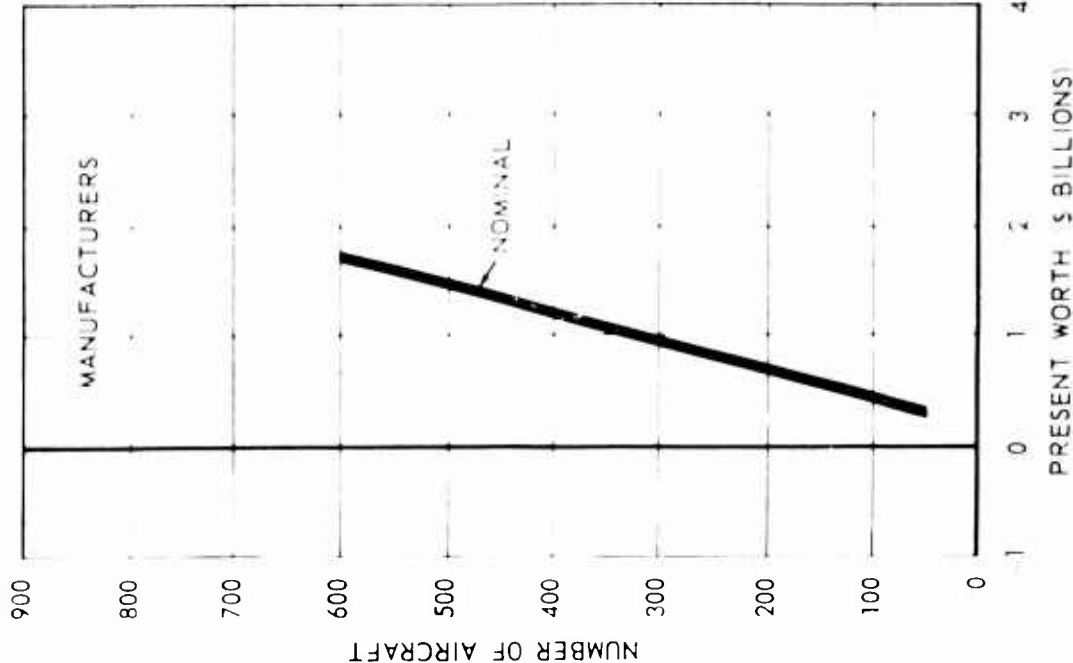
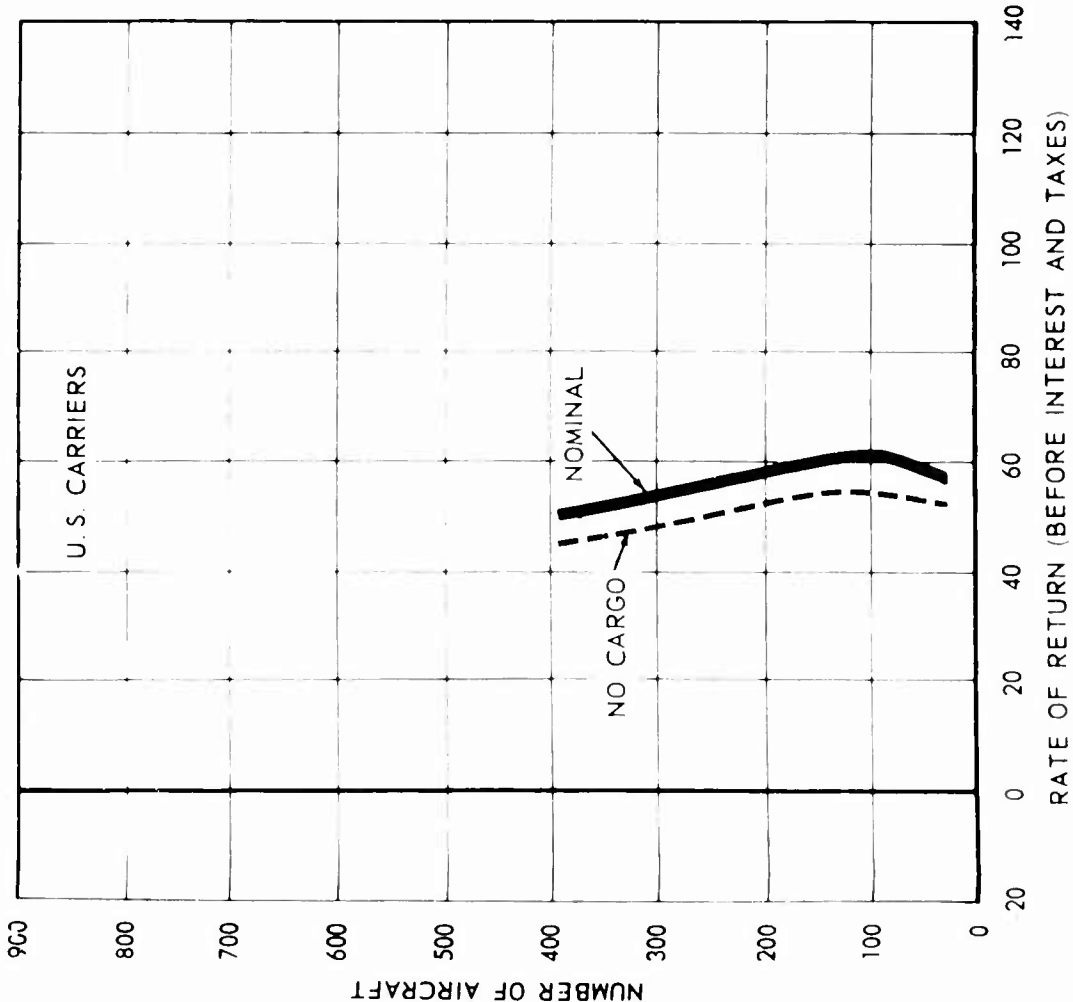


Figure S1.18. Sensiti

# EFFECTS OF CARGO



1.18. Sensitivity of SSF Program Returns to Variation in Cargo

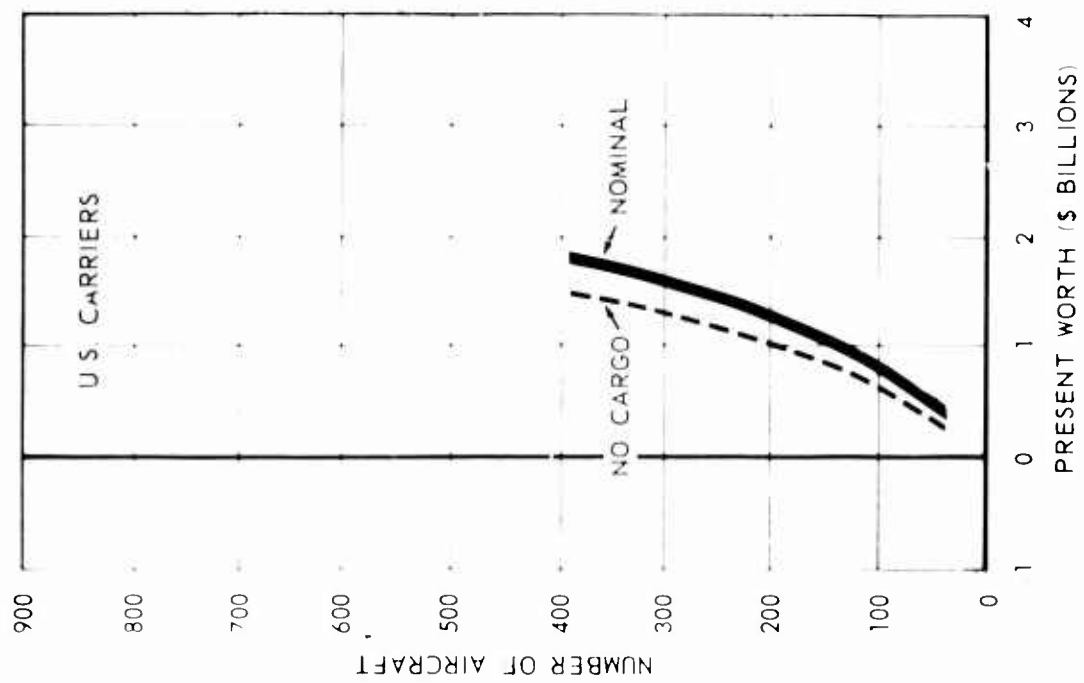
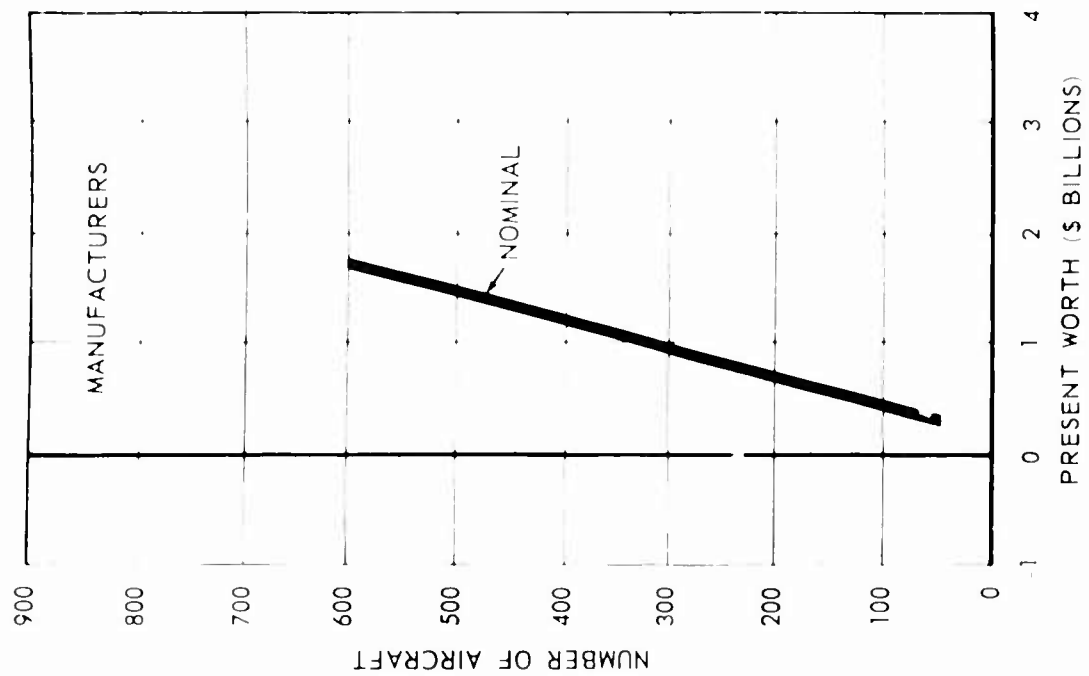




Table S1.19. Sensitivity of SST Program Returns to Variation in Initial Load Factor

a. Variation in Market Success and in Internal Rate of Return  
for Boeing 733-290

Manufacturers                      Rate of Return

Load factor in initial yrs.	Number of Aircraft			
	50	200	400	600
Nominal	-11	14	24	29
Constant	-11	14	24	29

U.S. Carriers

Load factor in initial yrs.	Number of Aircraft			
	50	200	400	600
Nominal	59	62	58	51
Constant	38	44	44	40

SOURCES OF DATA INPUTS FOR :

- Development and
- Production Costs : FAA
- Operating Costs : FAA

of SST Program Returns to Variation in Initial Load Factor

b. Variation in Market Success and Present Worth of Program Cash Flow (at 20 percent and before taxes) for Boeing 733-290

Manufacturers Present Worth (\$ Billions)

Load factor in initial yrs.	Number of Aircraft			
	50	200	400	600
Nominal	-0.70	-0.31	0.20	0.71
Constant	-0.70	-0.31	0.20	0.71

U.S. Carriers

Load factor in initial yrs.	Number of Aircraft			
	50	200	400	600
Nominal	0.38	0.97	1.47	1.92
Constant	0.21	0.73	1.17	1.57

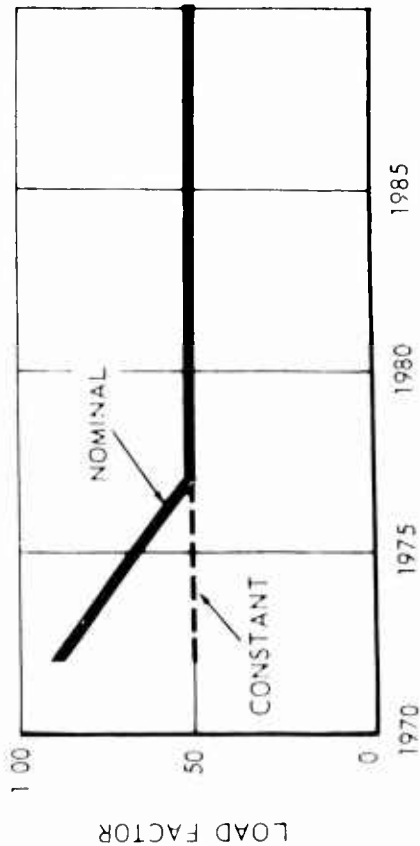
ate of Return

Number of Aircraft				
50	200	400	600	
-11	14	24	29	
-11	14	24	29	

Number of Aircraft				
50	200	400	600	
59	62	58	51	
38	44	44	40	

# SOURCES OF DATA INPUTS FOR :

Development and  
Production Costs : FAA  
Operating Costs : FAA



# EFFECTS OF

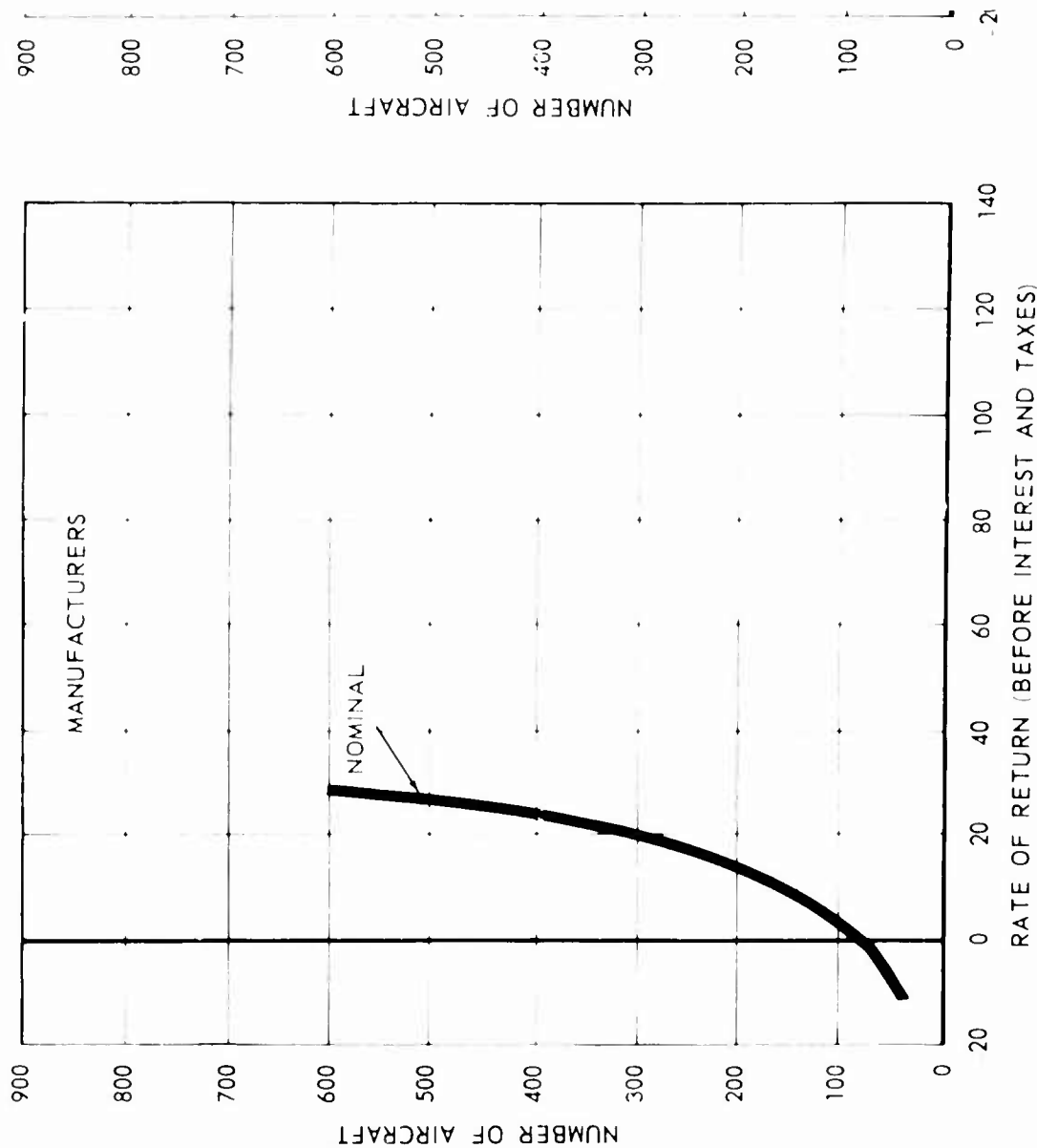
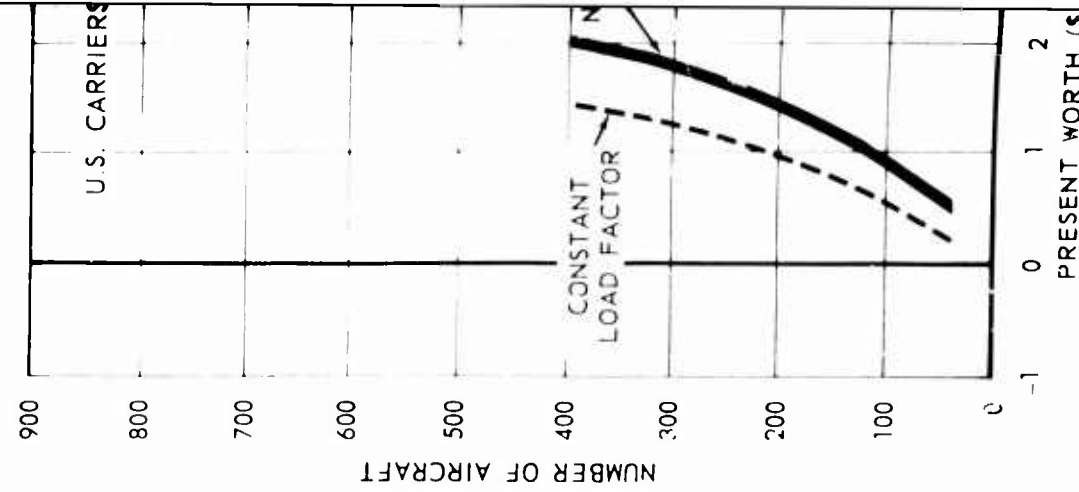
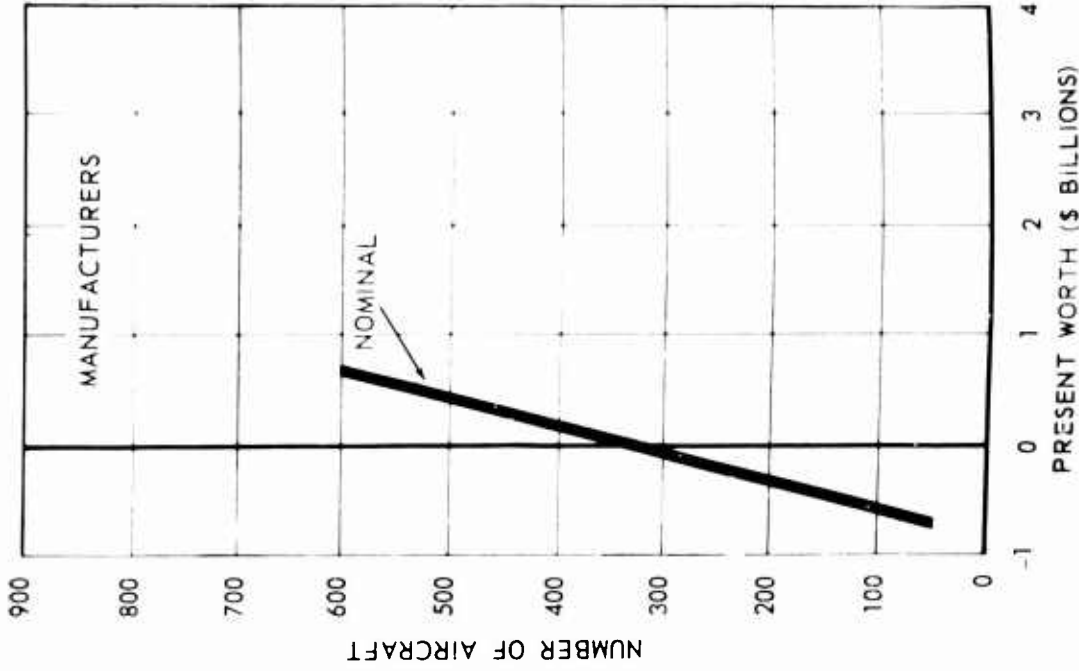
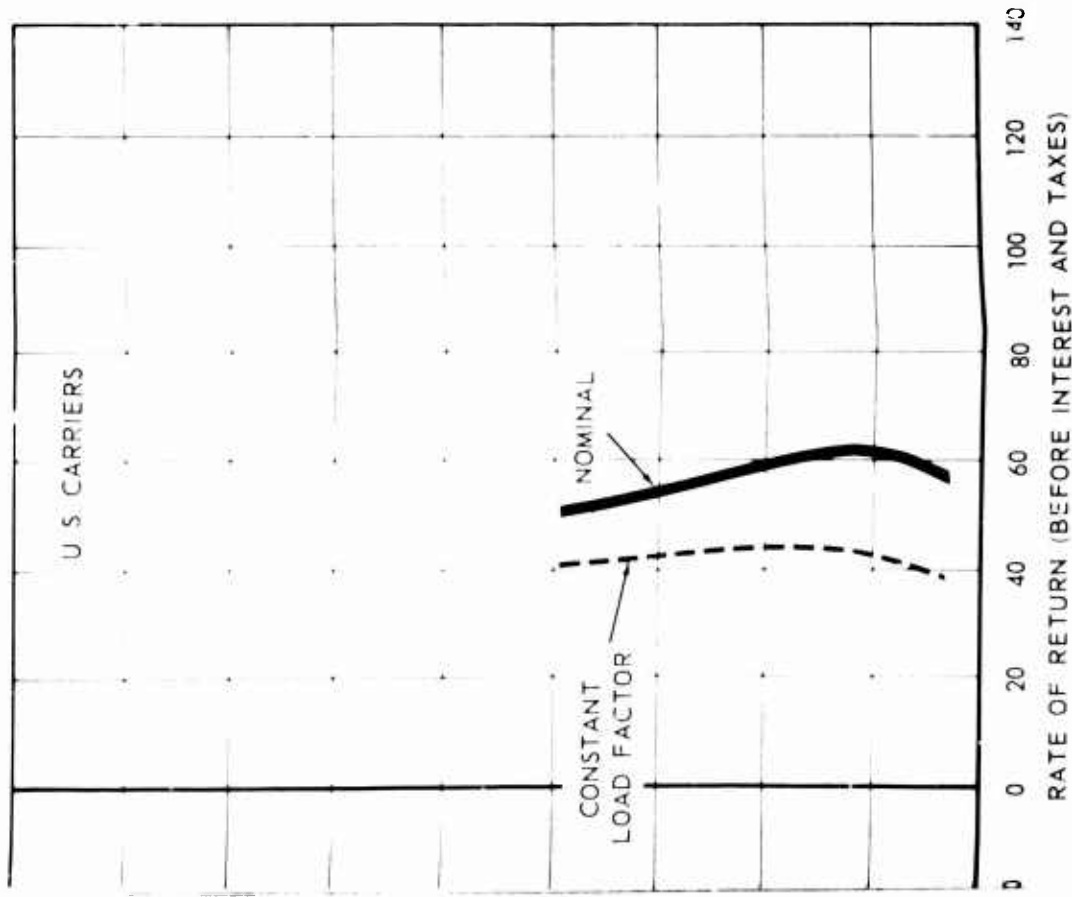


Figure S1.19. Sensitivity

# LOAD FACTOR IN INITIAL YEARS



of SST Program Returns to Variation in Initial Load Factor

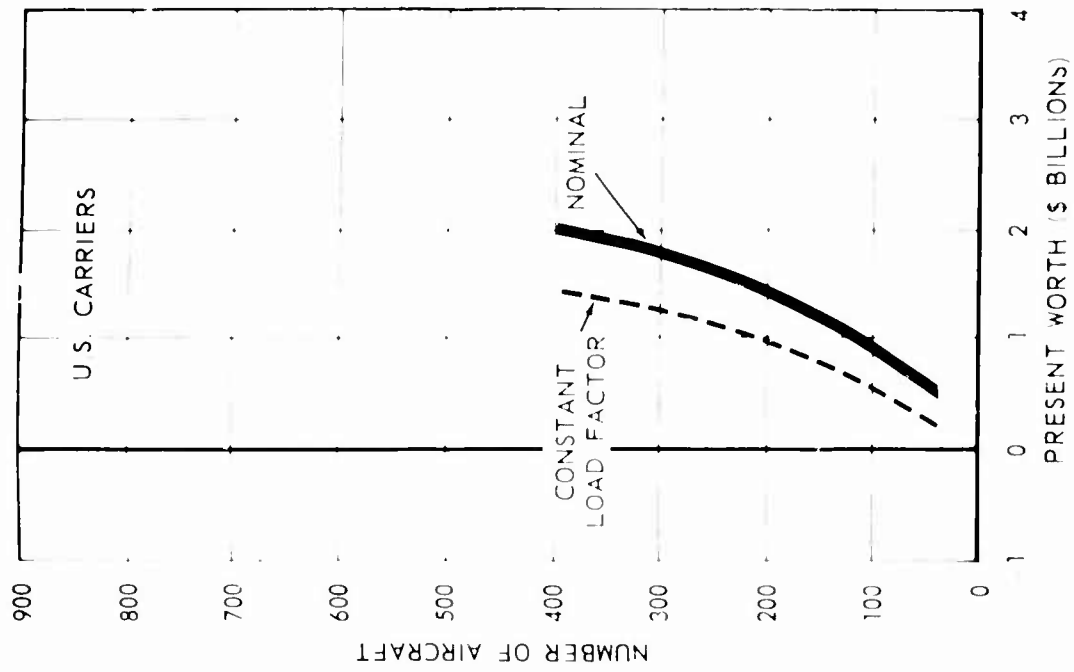
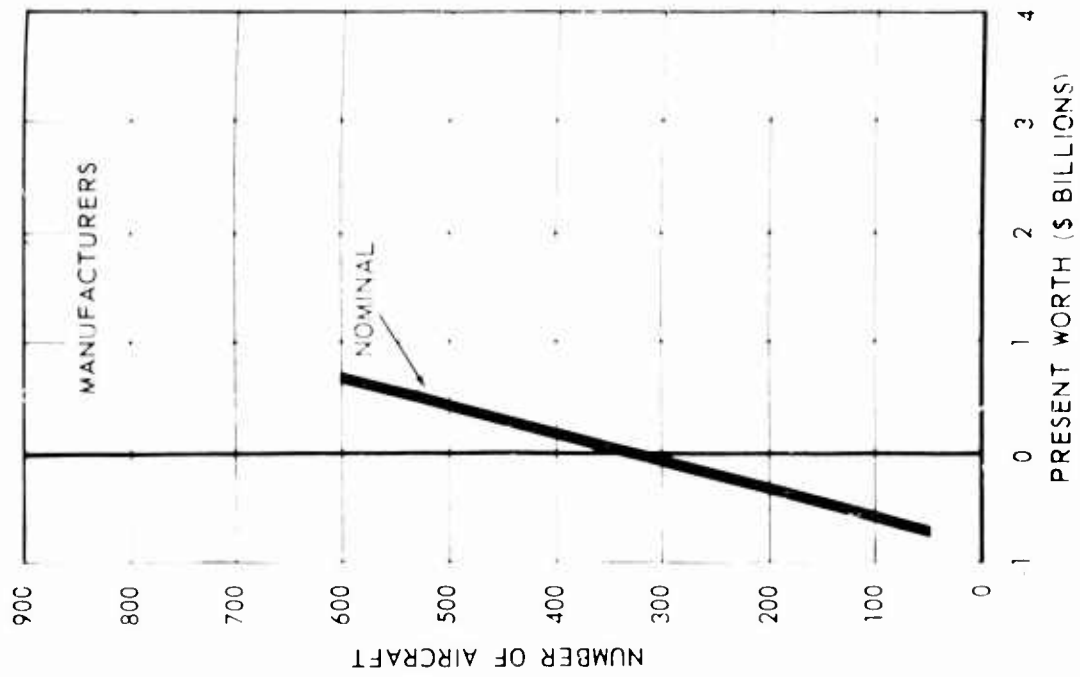


Table S1.20. Cash Flows for Manufacturers for Various Sources of Estimates. for Quantity 200 of Boeing 733-290 (1972 Program Pace), in M

a. Development and Production Cost - FAA

Year	Development Cost		Manufacturers Development Outlay		Manufacturers Production Cost		Total Manufacturers Cost		Total Manufacturers Sales		M
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	63.5	63.5	63.5	63.5	0.	0.	63.5	63.5	0.	0.	-6
1966	221.3	284.8	221.3	284.8	0.	0.	221.3	284.8	0.	0.	-22
1967	304.2	589.0	304.2	589.0	0.	0.	304.2	589.0	0.	0.	-30
1968	173.0	762.0	173.0	762.0	34.4	34.4	207.6	847.2	0.	0.	-25
1969	157.4	919.4	157.4	919.4	261.6	346.1	419.1	1266.3	30.3	30.3	-38
1970	113.0	1032.4	113.0	1032.4	475.0	821.1	588.2	1855.5	113.2	143.5	-47
1971	37.4	1125.2	37.4	1125.2	539.5	1360.6	624.9	2480.3	305.3	442.8	-31
1972	34.7	1177.4	34.7	1177.4	621.9	2033.1	736.1	3216.5	1032.5	1481.2	29
1973	10.3	1187.7	10.3	1187.7	714.1	2747.2	724.4	3940.9	1330.4	2811.7	60
1974	4.1	1191.8	4.1	1191.8	664.0	3411.2	668.7	4609.6	1372.3	4184.0	70
1975	0.	1191.8	0.	1191.8	590.0	4001.2	590.2	5205.8	1373.8	5557.8	77
1976	0.	1191.8	0.	1191.8	433.1	4434.3	433.1	5738.5	1235.8	6853.5	79
1977	0.	1191.8	0.	1191.8	310.7	4745.0	316.7	6055.2	1011.9	7865.5	69
1978	0.	1191.8	0.	1191.8	141.0	4886.0	141.0	6196.2	247.3	8112.8	10
1979	0.	1191.8	0.	1191.8	137.9	5023.9	137.9	6334.1	250.8	8363.6	11
1980	0.	1191.8	0.	1191.8	137.9	5161.8	137.9	6472.0	250.8	8614.4	11
1981	0.	1191.8	0.	1191.8	137.9	5339.7	137.9	6610.0	250.8	8865.3	11
1982	0.	1191.8	0.	1191.8	137.9	5527.6	137.9	6747.9	250.8	9116.1	11
1983	0.	1191.8	0.	1191.8	137.9	5715.5	137.9	6885.8	251.0	9367.1	11
1984	0.	1191.8	0.	1191.8	137.9	5903.4	137.9	7023.7	251.0	9618.1	11
1985	0.	1191.8	0.	1191.8	137.9	6091.3	137.9	7161.6	251.0	9869.1	11
1986	0.	1191.8	0.	1191.8	137.9	6279.2	137.9	7299.5	251.0	10120.1	11
1987	0.	1191.8	0.	1191.8	137.9	6467.1	137.9	7437.4	238.7	10358.8	10
1988	0.	1191.8	0.	1191.8	113.5	6580.6	113.5	7550.9	205.7	10564.5	9
1989	0.	1191.8	0.	1191.8	83.2	6663.8	83.2	7634.1	161.3	10725.8	7
1990	0.	1191.8	0.	1191.8	63.1	6726.9	63.1	7697.2	116.7	10842.5	5
1991	0.	1191.8	0.	1191.8	37.9	6764.8	37.9	7735.1	71.5	10914.0	3
1992	0.	1191.8	0.	1191.8	20.4	6785.2	20.4	7755.5	41.0	10955.0	2
1993	0.	1191.8	0.	1191.8	0.	6785.2	0.	7755.5	3.0	10958.0	0
1994	0.	1191.8	0.	1191.8	0.	6785.2	0.	7755.5	0.	10958.0	0

gram Price), in Millions of Dollars

Manufacturers	Manufacturers Net Cash Flow	
	Ann.	Cum.
C.	-63.5	-63.5
C.	-221.3	-284.8
C.	-304.2	-589.0
C.	-256.3	-845.2
30.3	-383.5	-1228.7
143.2	-476.0	-1704.7
442.8	-319.6	-2024.3
1421.2	276.3	-1748.0
2811.7	606.6	-1141.4
4184.0	703.6	-437.8
5557.8	777.6	331.9
6253.5	797.7	1129.6
7865.5	695.2	1824.8
8112.8	106.3	1931.1
8363.6	110.9	2042.0
8514.4	110.9	2152.9
8655.3	110.9	2263.8
9116.1	110.9	2374.7
9367.1	111.1	2485.8
9619.1	111.1	2596.9
9869.1	111.1	2708.0
10120.1	111.1	2819.1
10355.4	105.2	2924.3
10564.5	92.1	3016.4
10726.4	73.7	3090.1
10843.1	53.6	3143.7
10914.7	33.7	3177.4
10954.5	21.0	3198.4
10960.1	3.5	3201.9
10960.1	0.	3201.9

b. Development and Production Cost - PRC

Year	Development Cost		Manufacturers Development Outlay		Manufacturers Production Cost		Total Manufacturers Cost	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	87.6	87.6	87.6	87.6	0.	0.	87.6	87.6
1966	294.4	382.0	294.4	382.0	0.	0.	294.4	382.0
1967	398.8	780.8	398.8	780.8	0.	0.	398.8	780.8
1968	242.9	1023.7	242.9	1023.7	132.3	132.3	375.2	1156.0
1969	213.4	1237.1	213.4	1237.1	408.5	540.8	621.9	1777.8
1970	152.0	1389.1	152.0	1389.1	711.8	1252.6	863.8	2541.6
1971	119.2	1508.3	119.2	1508.3	792.4	2045.0	911.6	3553.3
1972	67.9	1576.2	67.9	1576.2	982.7	3027.7	1050.7	4603.9
1973	12.4	1588.6	12.4	1588.6	1024.4	4052.1	1036.9	5640.8
1974	5.0	1593.6	5.0	1593.6	945.5	4997.6	950.5	6591.2
1975	0.	1593.6	0.	1593.6	832.5	5830.1	832.5	7423.7
1976	0.	1593.6	0.	1593.6	690.3	6520.4	690.3	8114.0
1977	0.	1593.6	0.	1593.6	433.7	6954.1	433.7	8547.7
1978	0.	1593.6	0.	1593.6	175.9	7130.0	175.9	8723.6
1979	0.	1593.6	0.	1593.6	174.3	7304.3	174.3	8897.9
1980	0.	1593.6	0.	1593.6	174.3	7478.6	174.3	9072.2
1981	0.	1593.6	0.	1593.6	174.3	7652.9	174.3	9246.5
1982	0.	1593.6	0.	1593.6	174.3	7827.2	174.3	9420.8
1983	0.	1593.6	0.	1593.6	174.3	8001.5	174.3	9595.1
1984	0.	1593.6	0.	1593.6	174.3	8175.8	174.3	9769.5
1985	0.	1593.6	0.	1593.6	174.3	8350.1	174.3	9943.8
1986	0.	1593.6	0.	1593.6	174.	8524.5	174.3	10118.1
1987	0.	1593.6	0.	1593.6	166.5	8691.4	166.9	10285.0
1988	0.	1593.6	0.	1593.6	142.4	8833.8	142.4	10427.4
1989	0.	1593.6	0.	1593.6	110.8	8944.6	110.8	10538.2
1990	0.	1593.6	0.	1593.6	79.6	9024.2	79.6	10617.8
1991	0.	1593.6	0.	1593.6	48.2	9072.3	48.2	10666.0
1992	0.	1593.6	0.	1593.6	26.1	9098.5	26.1	10692.1
1993	0.	1593.6	0.	1593.6	0.	9098.5	0.	10692.1
1994	0.	1593.6	0.	1593.6	0.	9098.5	0.	10692.1

Manufacturers Development Outlay		Manufacturers Production Cost		Total Manufacturers Cost		Total Manufacturers Sales		Manufacturers Net Cash Flow	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
87.6	87.6	0.	0.	87.6	87.6	0.	0.	-87.6	-87.6
94.4	382.0	0.	0.	294.4	382.0	0.	0.	-294.4	-382.0
98.8	780.8	0.	0.	398.8	780.8	0.	0.	-398.8	-780.8
42.9	1023.7	132.3	132.3	375.2	1156.0	0.	0.	-375.2	-1156.0
113.4	1237.1	408.5	540.8	621.9	1777.8	39.6	39.6	-582.3	-1738.2
52.0	1389.1	711.8	1252.6	863.8	2641.6	153.1	192.7	-710.7	-2449.0
119.2	1508.3	792.4	2045.0	911.6	3553.3	427.0	619.7	-484.6	-2933.5
67.9	1576.2	982.7	3027.7	1050.7	4603.9	1476.9	2096.6	426.2	-2507.3
12.4	1588.6	1024.4	4052.1	1036.9	5640.8	1911.5	4008.1	874.6	-1632.7
5.0	1593.6	945.5	4997.6	950.5	6591.2	1967.6	5975.7	1017.2	-615.5
0.	1593.6	832.5	5830.1	832.5	7423.7	1970.4	7946.1	1137.9	522.4
0.	1593.6	690.3	6520.4	690.3	8114.0	1859.8	9805.9	1169.5	1691.9
0.	1593.6	433.7	6954.1	433.7	8547.7	1448.5	11254.4	1014.8	2706.7
0.	1593.6	175.9	7130.0	175.9	8723.6	331.8	11586.2	155.9	2862.6
0.	1593.6	174.3	7304.3	174.3	8897.9	337.0	11923.2	162.7	3025.3
0.	1593.6	174.3	7478.6	174.3	9072.2	337.0	12260.2	162.7	3188.0
0.	1593.6	174.3	7652.9	174.3	9246.5	337.0	12597.3	162.7	3350.8
0.	1593.6	174.3	7827.2	174.3	9420.8	337.0	12934.3	162.7	3513.5
0.	1593.6	174.3	8001.5	174.3	9595.1	337.3	13271.6	163.0	3676.4
0.	1593.6	174.3	8175.3	174.3	9769.5	337.3	13608.9	163.0	3839.4
0.	1593.6	174.3	8350.1	174.3	9943.8	337.3	13946.1	163.0	4002.4
0.	1593.6	174.3	8524.5	174.3	10118.1	337.3	14283.4	163.0	4165.3
0.	1593.6	166.9	8691.4	166.9	10285.0	321.2	14604.6	154.3	4319.6
0.	1593.6	142.4	8833.8	142.4	10427.4	277.4	14882.1	135.1	4454.7
0.	1593.6	110.8	8944.6	110.8	10538.2	218.9	15100.9	108.0	4562.7
0.	1593.6	79.6	9024.2	79.6	10617.8	158.2	15259.1	78.6	4641.3
0.	1593.6	48.2	9072.3	48.2	10666.0	97.5	15356.6	49.3	4690.6
0.	1593.6	26.1	9098.5	26.1	10692.1	57.1	15413.7	30.9	4721.5
0.	1593.6	0.	9098.5	0.	10692.1	5.3	15418.9	5.3	4726.8
0.	1593.6	0.	9098.5	0.	10692.1	0.	15418.9	0.	4726.8



Table S1.21. Cash Flows for Manufacturers for Various Sources of Estimates. for Quantity 200 of Boeing 733-290 (1974 Program Pace), in Mi

a. Production and Development Cost - FAA

Year	Development Cost		Manufacturers Development Outlay		Manufacturers Production Cost		To il Manufacturers Cost		Total Manufacturers Sales		Mi
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	63.3	63.3	63.3	63.3	0.	0.	63.3	63.3	0.	0.	-63
1966	221.1	284.4	221.1	284.4	0.	0.	221.1	284.4	0.	0.	-221
1967	303.9	588.3	303.9	588.3	0.	0.	303.9	588.3	0.	0.	-303
1968	173.5	761.8	173.5	761.8	0.	0.	173.5	761.8	0.	0.	-173
1969	156.3	918.1	156.3	918.1	0.	0.	156.3	918.1	0.	0.	-156
1970	112.7	1030.9	112.7	1030.9	84.4	84.4	197.2	1115.3	0.	0.	-197
1971	69.0	1099.9	69.0	1099.9	261.6	346.1	330.7	1446.0	30.3	30.3	-300
1972	57.0	1156.9	57.0	1156.9	475.1	821.2	532.1	1978.1	113.2	143.5	-418
1973	79.9	1236.8	79.9	1236.8	535.0	1356.2	614.9	2593.0	305.3	448.8	-309
1974	15.7	1252.5	15.7	1252.5	681.8	2038.0	697.6	3290.5	1032.5	1481.2	334
1975	0.	1252.5	0.	1252.5	714.1	2752.1	714.1	4004.6	1330.4	2811.7	616
1976	0.	1252.5	0.	1252.5	664.6	3416.7	664.6	4669.2	1372.3	4184.0	707
1977	0.	1252.5	0.	1252.5	596.2	4013.0	596.2	5265.5	1373.8	5557.8	777
1978	0.	1252.5	0.	1252.5	499.1	4512.1	499.1	5764.6	1235.8	6853.5	796
1979	0.	1252.5	0.	1252.5	316.7	4828.8	316.7	6081.3	1011.9	7865.5	695
1980	0.	1252.5	0.	1252.5	141.0	4969.8	141.0	6222.3	247.3	8112.8	106
1981	0.	1252.5	0.	1252.5	139.9	5109.7	139.9	6362.2	250.8	8363.6	110
1982	0.	1252.5	0.	1252.5	139.9	5249.7	139.9	6502.2	250.8	8614.4	110
1983	0.	1252.5	0.	1252.5	139.9	5389.6	139.9	6642.1	250.8	8865.3	110
1984	0.	1252.5	0.	1252.5	139.9	5529.6	139.9	6782.1	250.8	9116.1	110
1985	0.	1252.5	0.	1252.5	139.9	5669.5	139.9	6922.0	251.0	9367.1	111
1986	0.	1252.5	0.	1252.5	139.9	5809.4	139.9	7061.9	251.0	9618.1	111
1987	0.	1252.5	0.	1252.5	139.9	5949.4	139.9	7201.9	251.0	9869.1	111
1988	0.	1252.5	0.	1252.5	139.9	6089.3	139.9	7341.8	251.0	10120.1	111
1989	0.	1252.5	0.	1252.5	133.5	6222.8	133.5	7475.3	238.7	10358.8	105
1990	0.	1252.5	0.	1252.5	113.5	6336.4	113.5	7588.9	205.7	10564.5	92
1991	0.	1252.5	0.	1252.5	88.2	6424.6	88.2	7677.1	161.9	10726.4	73
1992	0.	1252.5	0.	1252.5	63.1	6487.7	63.1	7740.2	116.7	10843.1	53
1993	0.	1252.5	0.	1252.5	37.9	6525.6	37.9	7778.1	71.6	10914.7	33
1994	0.	1252.5	0.	1252.5	20.9	6546.5	20.9	7799.0	45.4	10960.1	24

am Pace), in Millions of Dollars

ers	Manufacturers Net Cash Flow	
	Ann.	Cum.
0.	-63.3	-63.3
0.	-221.1	-284.4
0.	-303.9	-588.3
0.	-173.5	-761.8
0.	-156.3	-918.1
0.	-197.2	-1115.3
30.3	-300.4	-1415.7
33.5	-418.9	-1834.6
38.8	-309.6	-2144.2
31.2	334.9	-1809.3
11.7	615.4	-1193.0
34.0	707.7	-485.3
37.8	777.6	292.3
33.5	796.6	1088.9
35.5	695.2	1784.2
32.8	106.3	1890.5
33.6	110.9	2001.4
34.4	110.9	2112.3
35.3	110.9	2223.2
36.1	110.9	2334.0
37.1	111.1	2445.1
38.1	111.1	2556.2
39.1	111.1	2667.2
40.1	111.1	2778.3
38.8	105.2	2883.5
34.5	92.1	2975.6
36.4	73.7	3049.3
33.1	53.6	3102.9
34.7	33.7	3136.5
30.1	24.5	3161.1

b. Production and Development Cost - PRC

Year	Development Cost		Manufacturers Development Outlay		Manufacturers Production Cost		Total Manufacturers Cost	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	87.4	87.4	87.4	87.4	0.	0.	87.4	87.4
1966	234.1	321.5	234.1	321.5	0.	0.	234.1	234.1
1967	333.4	773.8	333.4	773.8	0.	0.	333.4	779.8
1968	242.4	1022.2	242.4	1022.2	0.	0.	242.4	1022.3
1969	212.0	1234.3	212.0	1234.3	0.	0.	212.0	1234.3
1970	150.9	1385.1	150.9	1385.1	132.3	132.3	283.2	1517.4
1971	94.7	1479.9	94.7	1479.9	406.5	540.8	503.2	2020.6
1972	73.5	1559.4	73.5	1559.4	711.3	1252.1	790.5	2511.5
1973	107.2	1666.6	107.2	1666.6	791.6	2043.9	899.0	3710.5
1974	21.7	1688.2	21.7	1688.2	982.6	3026.5	1004.3	4714.7
1975	0.	1688.2	0.	1688.2	1024.4	4050.9	1024.4	5739.2
1976	0.	1688.2	0.	1688.2	945.5	4996.4	945.5	6684.7
1977	0.	1688.2	0.	1688.2	832.5	5828.9	832.5	7517.1
1978	0.	1688.2	0.	1688.2	691.5	6520.4	691.5	8208.6
1979	0.	1688.2	0.	1688.2	433.7	6954.1	433.7	8642.3
1980	0.	1688.2	0.	1688.2	175.9	7130.0	175.9	8818.2
1981	0.	1688.2	0.	1688.2	174.3	7304.3	174.3	8992.5
1982	0.	1688.2	0.	1688.2	174.3	7478.6	174.3	9166.8
1983	0.	1688.2	0.	1688.2	174.3	7652.9	174.3	9341.1
1984	0.	1688.2	0.	1688.2	174.3	7827.2	174.3	9515.4
1985	0.	1688.2	0.	1688.2	174.3	8001.5	174.3	9689.7
1986	0.	1688.2	0.	1688.2	174.3	8175.8	174.3	9864.1
1987	0.	1688.2	0.	1688.2	174.3	8350.1	174.3	10038.4
1988	0.	1688.2	0.	1688.2	174.3	8524.5	174.3	10212.7
1989	0.	1688.2	0.	1688.2	166.9	8691.4	166.9	10379.6
1990	0.	1688.2	0.	1688.2	142.4	8833.8	142.4	10522.0
1991	0.	1688.2	0.	1688.2	110.8	8944.6	110.8	10632.8
1992	0.	1688.2	0.	1688.2	79.6	9024.2	79.6	10712.4
1993	0.	1688.2	0.	1688.2	49.2	9072.3	49.2	10760.6
1994	0.	1688.2	0.	1688.2	26.1	9098.5	26.1	10786.7

Production and Development Cost - PRC

Year	Development Cost		Manufacturers Development Outlay		Manufacturers Production Cost		Total Manufacturers Cost		Total Manufacturers Sales		Manufacturers Net Cash Flow	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
65	87.4	87.4	37.4	37.4	0.	0.	87.4	87.4	0.	0.	-87.4	-87.4
66	294.1	381.5	294.1	331.5	0.	0.	294.1	381.5	0.	0.	-294.1	-381.5
67	393.4	774.8	493.4	777.3	0.	0.	393.4	779.8	0.	0.	-393.4	-779.8
68	242.4	1027.2	242.4	1022.3	0.	0.	242.4	1022.3	0.	0.	-242.4	-1022.3
69	212.0	1234.3	212.0	1234.3	0.	0.	212.0	1234.3	0.	0.	-212.0	-1234.3
70	170.3	1385.1	157.9	1385.1	0.	0.	283.2	1517.4	0.	0.	-283.2	-1517.4
71	94.7	1479.9	94.7	1479.9	132.3	132.3	503.2	2020.6	39.6	39.6	-463.6	-1981.0
72	79.5	1559.4	79.5	1559.4	405.5	540.8	790.5	2811.5	153.1	192.7	-637.8	-2618.8
73	107.2	1666.6	107.2	1666.6	711.3	1252.1	897.0	3710.5	427.0	619.7	-471.9	-3090.8
74	21.7	1688.2	21.7	1688.2	721.6	2043.9	1004.3	4714.7	1476.9	2096.6	472.6	-2615.1
75	0.	1688.2	0.	1688.2	982.6	3026.5	1024.4	5739.2	1911.5	4008.1	887.1	-1731.1
76	0.	1688.2	0.	1688.2	1024.4	4050.9	945.5	6684.7	1967.6	5975.7	1022.1	-708.9
77	0.	1688.2	0.	1688.2	945.5	4050.9	832.5	7517.1	1970.4	7946.1	1137.9	429.0
78	0.	1688.2	0.	1688.2	832.5	5428.2	691.5	8208.6	1859.8	9805.9	1168.3	1597.3
79	0.	1688.2	0.	1688.2	691.5	6020.4	433.7	8642.3	1448.5	11254.4	1014.8	2612.1
80	0.	1688.2	0.	1688.2	433.7	6954.1	175.9	8818.2	331.8	11586.2	155.9	2768.0
81	0.	1688.2	0.	1688.2	175.9	7130.0	174.3	8992.5	337.0	11923.2	162.7	2930.7
82	0.	1688.2	0.	1688.2	174.3	7304.3	174.3	9166.8	337.0	12260.2	162.7	3093.4
83	0.	1688.2	0.	1688.2	174.3	7479.6	174.3	9341.1	337.0	12597.3	162.7	3256.2
84	0.	1688.2	0.	1688.2	174.3	7652.7	174.3	9515.4	337.0	12934.3	162.7	3418.9
85	0.	1688.2	0.	1688.2	174.3	7827.2	174.3	9689.7	337.3	13271.6	163.0	3581.8
86	0.	1688.2	0.	1688.2	174.3	8001.5	174.3	9864.1	337.3	13608.9	163.0	3744.8
87	0.	1688.2	0.	1688.2	174.3	8175.8	174.3	10038.4	337.3	13946.1	163.0	3907.8
88	0.	1688.2	0.	1688.2	174.3	8350.1	174.3	10212.7	337.3	14283.4	163.0	4070.7
89	0.	1688.2	0.	1688.2	174.3	8524.5	174.3	10379.6	321.2	14604.6	154.3	4225.0
90	0.	1688.2	0.	1688.2	166.9	8691.4	166.9	10522.0	277.4	14882.1	135.1	4360.1
91	0.	1688.2	0.	1688.2	142.4	8833.8	142.4	10664.4	218.9	15100.9	103.0	4468.1
92	0.	1688.2	0.	1688.2	110.8	8944.6	110.8	10772.4	158.2	15259.1	78.6	4546.7
93	0.	1688.2	0.	1688.2	79.6	9024.2	79.6	10760.6	97.5	15356.6	49.3	4596.0
94	0.	1688.2	0.	1688.2	48.2	9072.3	48.2	10786.7	62.3	15418.9	36.2	4632.2

a. Development and Production Cost - FAA  
Operating Cost - FAA

U.S. Airlines										
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	-18.1	-18.1
1970	67.6	85.7	0.	0.	67.6	85.7	0.	0.	-67.6	-85.7
1971	162.4	263.2	0.	0.	182.4	268.2	0.	0.	-182.4	-268.2
1972	615.0	878.1	120.9	120.9	737.8	1006.0	417.1	417.1	-320.7	-588.8
1973	795.0	1673.1	395.6	516.5	1190.6	2196.6	1227.5	1645.0	37.2	-551.6
1974	525.0	2198.1	647.9	1164.4	1467.9	3664.5	1885.2	3530.2	417.3	-134.4
1975	820.0	3321.1	872.0	2036.4	1692.9	5357.5	2389.0	5919.2	696.1	561.7
1976	774.3	4095.4	1077.4	3113.8	1871.7	7229.1	2833.1	8752.3	961.4	1523.2
1977	534.7	4700.1	1252.0	4401.6	1872.7	9191.8	3057.9	11810.2	1185.2	2708.4
1978	147.5	4847.6	1372.2	5773.9	1519.4	10621.7	3313.2	15123.4	1793.2	4501.6
1979	149.9	5097.7	1372.2	7146.1	1522.0	12143.8	3313.2	18436.5	1791.1	6292.7
1980	149.9	5247.6	1372.2	8518.7	1522.0	13665.8	3313.2	21749.7	1791.1	8083.8
1981	149.9	5397.5	1372.2	9890.4	1522.0	15187.9	3313.2	25062.8	1791.1	9875.0
1982	149.9	5547.4	1372.2	11262.6	1522.0	16709.9	3313.2	28376.0	1791.1	11666.1
1983	150.0	5697.4	1372.2	12634.7	1522.1	18232.1	3313.2	31689.1	1791.0	13457.1
1984	150.0	5847.3	1372.2	14006.9	1522.1	19754.2	3313.2	35002.3	1791.0	15248.1
1985	150.0	5997.3	1372.2	15379.0	1522.1	21276.4	3313.2	38315.4	1791.0	17039.1
1986	150.0	6147.3	1372.2	16751.2	1522.1	22798.5	3313.2	41628.6	1791.0	18830.1
1987	142.7	6290.0	1271.9	18023.1	1414.6	24213.1	3051.1	44679.7	1636.5	20466.6
1988	122.9	6412.9	1033.7	19056.8	1156.6	25369.7	2477.0	47156.7	1320.4	21787.0
1989	70.7	6483.6	737.7	19854.5	894.4	26264.1	1917.7	49074.4	1023.3	22810.3
1990	69.8	6553.3	508.9	20423.4	638.7	26902.8	1377.1	50451.5	738.5	23548.7
1991	42.8	6596.1	319.9	20743.3	362.7	27265.4	776.8	51228.3	414.1	23962.8
1992	25.0	6621.1	104.2	20847.5	129.2	27394.6	255.2	51483.5	126.0	24088.8
1993	2.1	6623.2	0.	20847.5	2.1	27396.8	0.	51483.5	-2.1	24086.7
1994	0.	6623.2	0.	20847.5	0.	27396.8	0.	51483.5	0.	24086.7

'AA

U.S. Airlines					
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues	
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.
0.	0.	18.1	18.1	0.	0.
0.	0.	67.6	85.7	0.	0.
0.	0.	182.4	268.2	0.	0.
120.9	120.9	737.6	1006.0	417.1	417.1
395.0	516.9	1190.6	2196.6	1227.5	1645.0
647.9	1164.4	1467.9	3664.5	1885.2	3530.2
872.0	2036.4	1692.9	5357.5	2389.0	5919.2
077.4	3123.8	1871.7	7229.1	2833.1	8752.3
262.0	4401.8	1872.7	9101.8	3057.3	11810.2
372.2	5773.9	1519.4	10621.7	3313.2	15123.4
372.2	7146.1	1522.0	12143.8	3313.2	18436.5
372.2	8518.2	1522.0	13665.8	3313.2	21749.7
372.2	9890.4	1522.0	15187.9	3313.2	25062.8
472.2	11262.6	1522.0	16709.9	3313.2	28376.0
372.2	12634.7	1522.1	18232.1	3313.2	31689.1
372.2	14006.9	1522.1	19754.2	3313.2	35002.3
372.2	15379.0	1522.1	21276.4	3313.2	38315.4
372.2	16751.2	1522.1	22798.5	3313.2	41628.6
271.9	18023.1	1414.6	24213.1	3051.1	44679.7
033.7	19056.8	1156.6	25369.7	2477.0	47156.7
737.7	19854.5	894.4	26264.1	1917.7	49074.4
508.9	20423.4	638.7	26902.8	1377.1	50451.5
319.9	20743.3	362.7	27265.4	776.8	51228.3
104.2	20847.5	129.2	27394.6	255.2	51483.5
0.	20847.5	2.1	27396.8	0.	51483.5
0.	20847.5	0.	27396.8	0.	51483.5

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U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
-63.5	-63.5
-221.3	-284.8
-304.2	-589.0
-258.3	-847.2
-406.9	-1254.1
-543.6	-1797.7
-502.0	-2299.7
-24.3	-2324.0
643.2	-1680.8
1120.8	-560.0
1473.7	913.7
1759.1	2672.8
1880.5	4553.2
1697.6	6452.8
1902.0	8354.8
1902.0	10256.8
1902.0	12158.8
1902.0	14060.8
1902.1	15962.8
1902.1	17864.9
1902.1	19766.9
1902.1	21669.0
1741.7	23410.7
1412.5	24823.3
1095.9	25920.2
792.1	26712.3
447.8	27160.0
147.0	27307.1
1.4	27308.5
-0.	27308.5

Table S1.22. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 200 of Bc  
(Fares of 1.1 Times Current Fares), in Millions of Dollars

**b. Production and Development Cost - FAA  
Operating Cost - ORI**

U.S. Airlines										
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	-18.1	-18.1
1970	67.6	85.7	0.	0.	67.6	85.7	0.	0.	-67.6	-85.7
1971	182.4	268.2	0.	0.	182.4	268.2	0.	0.	-182.4	-268.2
1972	616.9	885.1	193.3	193.3	810.2	1078.4	417.1	417.1	-393.1	-661.2
1973	795.0	1680.1	632.9	826.2	1427.9	2506.3	1227.8	1645.0	-200.1	-861.3
1974	820.0	2500.1	1028.7	1854.9	1848.7	4355.0	1885.2	3530.2	36.5	-824.3
1975	820.9	3321.1	1372.6	3227.4	2193.5	6548.5	2389.0	5919.2	195.6	-629.3
1976	774.3	4095.4	1705.6	4933.0	2479.9	9028.4	2833.1	8752.3	353.2	-276.1
1977	604.7	4700.1	1940.4	6873.4	2545.1	11573.5	3057.9	11810.2	512.9	236.8
1978	147.8	4847.8	2100.3	8973.7	2248.1	13821.5	3313.2	15123.4	1065.1	1301.8
1979	149.9	4997.7	2100.3	11074.0	2250.2	16071.7	3313.2	18436.5	1063.0	2364.8
1980	149.9	5147.6	2100.3	13174.3	2250.2	18321.9	3313.2	21749.7	1063.0	3427.8
1981	149.9	5297.5	2100.3	15274.6	2250.2	20572.1	3313.2	25062.8	1063.0	4490.8
1982	149.9	5447.4	2100.3	17374.9	2250.2	22822.2	3313.2	28376.0	1063.0	5553.8
1983	150.0	5597.4	2100.3	19475.2	2250.3	25072.5	3313.2	31689.1	1062.9	6616.6
1984	150.0	5747.3	2100.3	21575.4	2250.3	27322.8	3313.2	35002.3	1062.9	7679.5
1985	150.0	5897.3	2100.3	23675.7	2250.3	29573.1	3313.2	38315.4	1062.9	8742.4
1986	150.0	6047.3	2100.3	25776.0	2250.3	31823.3	3313.2	41628.6	1062.9	9805.3
1987	142.7	6190.0	1950.6	27726.6	2093.2	33916.6	3051.1	44679.7	957.8	10763.1
1988	122.9	6312.9	1588.9	29315.5	1711.6	35628.3	2477.0	47156.7	765.3	11528.4
1989	96.7	6409.6	1227.9	30543.4	1324.7	36953.0	1917.7	49074.4	593.0	12121.4
1990	69.8	6479.3	874.9	31418.3	944.6	37897.6	1377.1	50451.5	432.5	12553.9
1991	42.8	6522.1	491.5	31909.8	534.3	38431.9	776.8	51228.3	242.5	12796.4
1992	25.0	6547.2	159.9	32069.7	184.9	38616.9	255.2	51483.5	70.3	12866.6
1993	2.1	6549.3	0.	32069.7	2.1	38619.0	0.	51483.5	-2.1	12864.5
1994	0.	6549.3	0.	32069.7	0.	38619.0	0.	51483.5	0.	12864.5

c. Production and Development Cost - PRC  
Operating Cost - ORI

U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
-63.5	-63.5
-221.3	-284.8
-304.2	-589.0
-258.3	-847.2
-400.9	-1254.1
-543.6	-1797.7
-502.0	-2299.7
-96.7	-2396.2
405.9	-1990.5
740.0	-1250.5
973.2	-277.4
1150.8	873.5
1208.1	2081.6
1171.4	3253.0
1173.9	4426.8
1173.9	5600.7
1173.9	6774.6
1173.9	7948.4
1173.9	9122.4
1173.9	10296.3
1173.9	11470.2
1173.9	12644.2
1063.1	13707.3
857.4	14564.6
666.7	15231.3
486.1	15717.4
276.1	15993.6
91.3	16084.8
1.4	16086.3
-0.	16086.3

Year	U.S. Airlines						U.S. Airlines Revenues		U.S. Airlines Cash
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		Ann.	Cum.	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.			
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	23.7	23.7	0.	0.	23.7	23.7	0.	0.	-23.7
1970	91.5	115.1	0.	0.	91.5	115.1	0.	0.	-91.5
1971	255.2	370.3	0.	0.	255.2	370.3	0.	0.	-255.2
1972	882.5	1252.8	193.3	193.3	1075.8	1446.1	417.1	417.1	-658.7
1973	1142.2	2395.1	632.9	826.2	1775.1	3221.2	1227.8	1645.0	-547.3
1974	1175.8	3570.8	1028.7	1854.9	2204.5	5425.7	1885.2	3530.2	-319.3
1975	1177.4	4746.2	1372.6	3227.4	2550.0	7975.7	2389.0	5919.2	-160.9
1976	1111.3	5859.6	1705.6	4933.0	2816.9	10792.6	2833.1	8752.3	16.1
1977	865.5	6725.1	1940.4	6873.4	2805.9	13598.5	3057.9	11810.2	252.0
1978	198.3	6923.4	2100.3	8973.7	2298.5	15897.1	3313.2	15123.4	1014.6
1979	201.4	7124.8	2100.3	11074.0	2301.7	18198.8	3313.2	18436.5	1011.5
1980	201.4	7326.2	2100.3	13174.3	2301.7	20500.5	3313.2	21749.7	1011.5
1981	201.4	7527.6	2100.3	15274.6	2301.7	22802.1	3313.2	25062.8	1011.5
1982	201.4	7729.0	2100.3	17374.9	2301.7	25103.8	3313.2	28376.0	1011.5
1983	201.5	7930.5	2100.3	19475.2	2301.8	27405.7	3313.2	31689.1	1011.3
1984	201.5	8132.0	2100.3	21575.4	2301.8	29707.5	3313.2	35002.3	1011.3
1985	201.5	8333.6	2100.3	23675.7	2301.8	32009.3	3313.2	38315.4	1011.3
1986	201.5	8535.1	2100.3	25776.0	2301.8	34311.1	3313.2	41628.6	1011.3
1987	192.0	8727.1	1950.6	27726.6	2142.5	36453.7	3051.1	44679.7	908.5
1988	165.8	8892.8	1598.9	29315.5	1754.7	38208.3	2477.0	47156.7	722.4
1989	130.8	9023.6	1227.9	30543.4	1358.7	39567.0	1917.7	49074.4	559.0
1990	94.5	9118.1	874.9	31418.3	969.4	40536.4	1377.1	50451.5	407.7
1991	58.3	9176.4	491.5	31909.8	549.8	41086.2	776.8	51228.3	227.0
1992	34.1	9210.5	159.9	32069.7	194.0	41280.2	255.2	51483.5	61.2
1993	3.2	9213.7	0.	32069.7	3.2	41283.4	0.	51493.5	-3.2
1994	0.	9213.7	0.	32069.7	0.	41283.4	0.	51493.5	0.

mt Cost - PRC

U.S. Airlines									
M.	U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		Cum.
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
3.7	0.	0.	23.7	23.7	0.	0.	-23.7	-23.7	-23.7
5.1	0.	0.	91.5	115.1	0.	0.	-91.5	-115.1	-115.1
0.3	0.	0.	255.2	370.3	0.	0.	-255.2	-370.3	-370.3
2.8	193.3	193.3	1075.8	1446.1	417.1	417.1	-658.7	-1029.0	-1029.0
5.1	632.9	826.2	1775.1	3221.2	1227.8	1645.0	-547.3	-1576.3	-1576.3
0.8	1028.7	1854.9	2204.5	5425.7	1885.2	3530.2	-319.3	-1895.5	-1895.5
3.2	1372.6	3227.4	2550.0	7975.7	2389.0	5919.2	-160.9	-2056.5	-2056.5
9.6	1705.6	4933.0	2816.9	10792.6	2833.1	8752.3	16.1	-2040.3	-2040.3
5.1	1940.4	6873.4	2805.9	13598.5	3057.9	11810.2	252.0	-1788.3	-1788.3
3.4	2100.3	8973.7	2298.5	15897.1	3313.2	15123.4	1014.6	-773.7	-773.7
0.8	2100.3	11074.0	2301.7	18198.8	3313.2	18436.5	1011.5	237.8	237.8
2.2	2100.3	13174.3	2301.7	20500.5	3313.2	21749.7	1011.5	1249.2	1249.2
0.6	2100.3	15274.6	2301.7	22802.1	3313.2	25062.8	1011.5	2260.7	2260.7
0.0	2100.3	17374.9	2301.7	25103.8	3313.2	28376.0	1011.5	3272.2	3272.2
0.5	2100.3	19475.2	2301.8	27405.7	3313.2	31689.1	1011.3	4283.5	4283.5
0.0	2100.3	21575.4	2301.8	29707.5	3313.2	35002.3	1011.3	5294.8	5294.8
0.6	2100.3	23675.7	2301.8	32009.3	3313.2	38315.4	1011.3	6306.1	6306.1
0.1	2100.3	25776.0	2301.8	34311.1	3313.2	41628.6	1011.3	7317.5	7317.5
0.1	1950.6	27726.6	2142.5	36453.7	3051.1	44679.7	908.5	8226.0	8226.0
0.8	1588.9	29315.5	1754.7	38208.3	2477.0	47156.7	722.4	8948.4	8948.4
0.6	1227.9	30543.4	1358.7	39567.0	1917.7	49074.4	559.0	9507.4	9507.4
0.1	874.9	31418.3	969.4	40536.4	1377.1	50451.5	407.7	9915.1	9915.1
0.4	491.5	31909.8	549.8	41086.2	776.8	51228.3	227.0	10142.1	10142.1
0.5	159.9	32069.7	194.0	41280.2	255.2	51483.5	61.2	10203.3	10203.3
0.7	0.	32069.7	3.2	41283.4	0.	51483.5	-3.2	10200.1	10200.1
0.7	0.	32069.7	0.	41283.4	0.	51483.5	0.	10200.1	10200.1

U.S. interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-87.6	-87.6	
-294.4	-382.0	
-398.8	-780.8	
-375.2	-1156.0	
-605.9	-1761.9	
-802.2	-2564.1	
-739.8	-3303.9	
-232.4	-3536.3	
327.3	-3208.9	
697.9	-2511.1	
977.0	-1534.1	
1185.7	-348.4	
1266.8	918.4	
1170.5	2088.9	
1174.2	3263.1	
1174.2	4437.3	
1174.2	5611.4	
1174.2	6785.6	
1174.3	7959.9	
1174.3	9134.2	
1174.3	10308.5	
1174.3	11482.8	
1062.8	12545.6	
857.4	13403.1	
667.0	14070.1	
486.3	14556.4	
276.3	14832.7	
92.1	14924.8	
2.1	14927.0	
-0.	14927.0	



a. Production and Development Cost - FAA  
Operating Cost - FAA

Year	U.S. Airlines						U.S. Airlines			U.S. Airlines			U.S. Airlines			U.S. Airlines			U.S. Airlines		
	U.S. Airlines Acquisition Cost			U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay			U.S. Airlines Revenues			U.S. Airlines Net Cash Flows			U.S. Airlines Net Cash Flows			U.S. Airlines Net Cash Flows		
	Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.	
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	0.	0.	18.1	18.1	0.	0.	0.	0.	-18.1	-18.1	0.	-18.1	-18.1	0.	-18.1	-18.1	0.
1970	67.6	85.7	0.	0.	0.	0.	67.6	85.7	0.	0.	0.	0.	-67.6	-85.7	0.	-67.6	-85.7	0.	-67.6	-85.7	0.
1971	182.4	268.2	0.	0.	0.	0.	182.4	268.2	0.	0.	0.	0.	-182.4	-268.2	0.	-182.4	-268.2	0.	-182.4	-268.2	0.
1972	616.9	885.1	120.9	395.6	516.5	120.9	737.8	1006.0	380.6	380.6	380.6	380.6	-380.6	-761.2	380.6	-380.6	-761.2	380.6	-380.6	-761.2	380.6
1973	795.0	1680.1	395.6	647.9	1164.4	516.5	1190.6	2196.6	1120.8	1120.8	1501.5	1501.5	-1120.8	-2698.1	1501.5	-1120.8	-2698.1	1501.5	-1120.8	-2698.1	1501.5
1974	520.0	2500.1	647.9	872.0	2036.4	1164.4	1467.9	3664.5	1721.4	1721.4	3222.8	3222.8	-1721.4	-4986.3	3222.8	-1721.4	-4986.3	3222.8	-1721.4	-4986.3	3222.8
1975	520.9	3321.1	872.0	1097.4	3133.8	2036.4	1692.9	5357.5	2182.0	2182.0	5404.9	5404.9	-2182.0	-7589.5	5404.9	-2182.0	-7589.5	5404.9	-2182.0	-7589.5	5404.9
1976	774.3	4095.4	1097.4	1268.0	4401.8	3133.8	1871.7	7229.1	2588.8	2588.8	7993.6	7993.6	-2588.8	-10582.9	7993.6	-2588.8	-10582.9	7993.6	-2588.8	-10582.9	7993.6
1977	604.7	4700.1	1268.0	1372.2	5773.9	4401.8	1872.7	9101.8	2795.9	2795.9	10789.6	10789.6	-2795.9	-13587.8	10789.6	-2795.9	-13587.8	10789.6	-2795.9	-13587.8	10789.6
1978	147.8	4847.8	1372.2	1372.2	7146.1	5773.9	1519.9	10621.7	3029.2	3029.2	13818.8	13818.8	-3029.2	-16848.0	13818.8	-3029.2	-16848.0	13818.8	-3029.2	-16848.0	13818.8
1979	149.9	4997.7	1372.2	1372.2	8518.2	7146.1	1522.0	12143.8	3029.2	3029.2	16848.0	16848.0	-3029.2	-19877.2	16848.0	-3029.2	-19877.2	16848.0	-3029.2	-19877.2	16848.0
1980	149.9	5147.6	1372.2	1372.2	9890.4	8518.2	1522.0	13665.8	3029.2	3029.2	19877.2	19877.2	-3029.2	-22906.4	19877.2	-3029.2	-22906.4	19877.2	-3029.2	-22906.4	19877.2
1981	149.9	5297.5	1372.2	1372.2	11262.6	9890.4	1522.0	15187.9	3029.2	3029.2	22906.4	22906.4	-3029.2	-25935.6	22906.4	-3029.2	-25935.6	22906.4	-3029.2	-25935.6	22906.4
1982	149.9	5447.4	1372.2	1372.2	12634.7	11262.6	1522.0	16709.9	3029.2	3029.2	25935.6	25935.6	-3029.2	-28964.9	25935.6	-3029.2	-28964.9	25935.6	-3029.2	-28964.9	25935.6
1983	150.0	5597.4	1372.2	1372.2	14006.9	12634.7	1522.0	18232.1	3029.2	3029.2	28964.9	28964.9	-3029.2	-31994.1	28964.9	-3029.2	-31994.1	28964.9	-3029.2	-31994.1	28964.9
1984	150.0	5747.3	1372.2	1372.2	15379.6	14006.9	1522.0	19754.2	3029.2	3029.2	31994.1	31994.1	-3029.2	-35023.3	31994.1	-3029.2	-35023.3	31994.1	-3029.2	-35023.3	31994.1
1985	150.0	5897.3	1372.2	1372.2	16751.2	15379.6	1522.0	21276.4	3029.2	3029.2	35023.3	35023.3	-3029.2	-38052.5	35023.3	-3029.2	-38052.5	35023.3	-3029.2	-38052.5	35023.3
1986	150.0	6047.3	1372.2	1372.2	18023.1	16751.2	1522.0	22798.5	3029.2	3029.2	38052.5	38052.5	-3029.2	-41081.7	38052.5	-3029.2	-41081.7	38052.5	-3029.2	-41081.7	38052.5
1987	142.7	6190.0	1271.9	1043.7	20047.5	18023.1	1414.6	24213.1	2789.6	2789.6	40842.1	40842.1	-2789.6	-43831.7	40842.1	-2789.6	-43831.7	40842.1	-2789.6	-43831.7	40842.1
1988	122.9	6312.9	1043.7	797.7	20847.5	20047.5	1150.6	25369.7	2264.5	2264.5	43106.5	43106.5	-2264.5	-45866.2	43106.5	-2264.5	-45866.2	43106.5	-2264.5	-45866.2	43106.5
1989	95.7	6408.6	797.7	568.9	20423.4	20847.5	894.4	26264.1	1753.1	1753.1	44859.6	44859.6	-1753.1	-46612.7	44859.6	-1753.1	-46612.7	44859.6	-1753.1	-46612.7	44859.6
1990	57.8	6466.4	568.9	317.9	20743.3	20423.4	638.7	26902.8	1259.0	1259.0	46118.6	46118.6	-1259.0	-47877.8	46118.6	-1259.0	-47877.8	46118.6	-1259.0	-47877.8	46118.6
1991	42.8	6509.2	317.9	104.2	20647.5	20743.3	362.7	27265.4	710.2	710.2	46828.8	46828.8	-710.2	-47538.0	46828.8	-710.2	-47538.0	46828.8	-710.2	-47538.0	46828.8
1992	25.0	6534.2	104.2	0.	20847.5	20647.5	171.2	27436.6	233.3	233.3	47062.1	47062.1	-233.3	-47295.3	47062.1	-233.3	-47295.3	47062.1	-233.3	-47295.3	47062.1
1993	2.1	6536.3	0.	0.	20847.5	20847.5	0.	27436.6	0.	0.	47062.1	47062.1	-0.	-47062.1	47062.1	-0.	-47062.1	47062.1	-0.	-47062.1	47062.1
1994	0.	6536.3	0.	0.	20847.5	20847.5	0.	27436.6	0.	0.	47062.1	47062.1	-0.	-47062.1	47062.1	-0.	-47062.1	47062.1	-0.	-47062.1	47062.1

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	
-221.3	-284.8	
-304.2	-589.0	
-258.3	-847.2	
-406.9	-1254.1	
-543.6	-1797.7	
-502.0	-2299.7	
-60.8	-2360.6	
536.2	-1824.3	
957.0	-867.4	
1266.7	399.3	
1514.8	1914.1	
1618.5	3532.5	
1615.6	5148.2	
1618.1	6766.2	
1618.1	8384.3	
1618.1	10002.3	
1618.1	11620.4	
1618.1	13238.5	
1618.1	14856.7	
1618.1	16474.8	
1618.1	18092.9	
1480.2	19573.1	
1200.0	20773.1	
932.3	21705.4	
674.0	22379.3	
381.2	22760.5	
125.1	22885.6	
1.4	22887.1	
-0.	22887.1	

U.S. Airlines						
Airlines Operating Cost	U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.
0.	18.1	18.1	0.	0.	-18.1	-18.1
0.	67.6	85.7	0.	0.	-67.6	-85.7
0.	182.4	268.2	0.	0.	-182.4	-268.2
9	737.8	1006.0	380.6	380.6	-357.2	-625.3
6	1190.6	2196.6	1120.8	1501.5	-69.8	-695.1
9	1467.9	3664.5	1721.4	3222.8	253.4	-441.7
0	1692.9	5357.5	2182.0	5404.9	489.1	47.4
4	1871.7	7229.1	2588.8	7993.6	717.1	764.5
0	1872.7	9101.8	2795.9	10789.6	923.2	1687.8
2	1519.9	10621.7	3029.2	13818.8	1509.3	3197.0
2	1522.0	12143.8	3029.2	16848.0	1507.2	4704.2
2	1522.0	13665.8	3029.2	19877.2	1507.2	6211.4
2	1522.0	15187.9	3029.2	22906.4	1507.2	7718.5
2	1522.0	16709.9	3029.2	25935.6	1507.2	9225.7
2	1522.1	18232.1	3029.2	28964.9	1507.1	10732.8
2	1522.1	19754.2	3029.2	31994.1	1507.1	12239.8
2	1522.1	21276.4	3029.2	35023.3	1507.1	13746.9
2	1522.1	22798.5	3029.2	38052.5	1507.1	15254.0
9	1414.6	24213.1	2789.6	40842.1	1375.0	16629.0
7	1156.6	25369.7	2264.5	43106.5	1107.9	17736.8
7	894.4	26264.1	1753.1	44859.6	858.6	18595.5
9	638.7	26902.8	1259.0	46118.6	620.4	19215.8
9	362.7	27265.4	710.2	46828.8	347.5	19563.3
2	123.2	27394.6	233.3	47062.1	104.1	19667.4
2	2.1	27396.8	0.	47062.1	-2.1	19665.3
2	0.	27396.8	0.	47062.1	0.	19665.3

Table S1.23. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 200  
(Fares of 1.0 Times Current Fares), in Millions of Dollars

b. Production and Development Cost - FAA  
Operating Cost - ORI

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	-18.1	-18.1
1970	67.6	85.7	0.	0.	67.6	85.7	0.	0.	-67.6	-85.7
1971	182.4	268.2	0.	0.	182.4	268.2	0.	0.	-182.4	-268.2
1972	616.9	885.1	193.3	193.3	810.2	1078.4	380.6	380.6	-429.6	-697.8
1973	795.0	1680.1	632.9	826.2	1427.9	2506.3	1120.8	1521.5	-307.1	-1004.8
1974	820.0	2500.1	1028.7	1854.9	1848.7	4355.0	1721.4	3222.8	-127.4	-1132.2
1975	620.9	3321.1	1372.6	3227.4	2193.5	6548.5	2182.0	5404.9	-11.5	-1143.6
1976	774.3	4095.4	1705.6	4933.0	2479.9	9028.4	2588.4	7993.6	108.9	-1034.8
1977	604.7	4700.1	1940.4	6873.4	2545.1	11573.5	2795.9	10789.6	250.9	-783.9
1978	147.8	4847.9	2100.3	8973.7	2248.1	13821.5	3029.2	13818.8	781.2	-2.8
1979	149.9	5000.1	2100.3	11074.0	2250.2	16071.7	3029.2	16848.0	779.0	776.3
1980	143.9	5147.6	2100.3	13174.3	2250.2	18321.9	3029.2	19877.2	779.0	1555.3
1981	147.9	5297.5	2100.3	15274.6	2250.2	20572.1	3029.2	22906.4	779.0	2334.4
1982	149.9	5447.4	2100.3	17374.9	2250.2	22822.2	3029.2	25935.6	779.0	3113.4
1983	150.0	5597.4	2100.3	19475.2	2250.3	25072.5	3029.2	28964.9	778.9	3892.3
1984	150.0	5747.3	2100.3	21575.4	2250.3	27322.8	3029.2	31994.1	778.9	4671.3
1985	150.0	5897.3	2100.3	23675.7	2250.3	29573.1	3029.2	35023.3	778.9	5450.2
1986	150.0	6047.3	2100.3	25776.0	2250.3	31823.3	3029.2	38052.5	778.9	6229.2
1987	142.7	6190.0	1950.6	27726.6	2093.2	33916.6	2789.6	40842.1	696.3	6925.5
1988	122.9	6312.9	1558.9	29315.5	1711.8	35628.3	2264.5	43106.5	552.7	7478.2
1989	70.7	6400.6	1227.0	30543.4	1324.7	36953.0	1753.1	44859.6	428.4	7906.6
1990	69.8	6470.3	874.0	31418.3	944.6	37897.6	1259.0	46118.6	314.4	8221.0
1991	42.6	6522.1	491.5	31909.8	534.3	38431.9	710.2	46828.8	175.9	8396.9
1992	22.0	6547.2	159.9	32069.7	184.9	38615.9	233.3	47062.1	48.3	8445.2
1993	2.1	6549.3	0.	32069.7	2.1	38618.0	0.	47062.1	-2.1	8443.1
1994	0.	6549.3	0.	32069.7	0.	38618.0	0.	47062.1	0.	8443.1

c. Production and Development Cost - PRC  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	
-221.3	-284.8	
-304.2	-589.0	
-258.3	-847.2	
-406.9	-1254.1	
-543.6	-1797.7	
-502.0	-2299.7	
-133.2	-2433.0	
299.0	-2134.0	
576.2	-1557.8	
766.1	-791.7	
906.5	114.8	
946.1	1060.9	
887.5	1948.4	
889.9	2838.3	
889.9	3728.2	
889.9	4618.2	
889.9	5508.1	
890.0	6398.1	
890.0	7288.1	
890.0	8178.1	
890.0	9068.1	
891.6	9869.6	
644.8	10514.5	
522.0	11016.5	
368.0	11384.5	
209.5	11594.1	
69.3	11663.4	
1.4	11664.8	
-0.	11664.8	

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	0.	0.	0.	0.	0.	0.	0.	0.	
1966	0.	0.	0.	0.	0.	0.	0.	0.	
1967	0.	0.	0.	0.	0.	0.	0.	0.	
1968	0.	0.	0.	0.	0.	0.	0.	0.	
1969	23.7	23.7	0.	0.	23.7	23.7	0.	0.	
1970	91.5	115.1	0.	0.	91.5	115.1	0.	0.	
1971	255.2	370.3	0.	0.	255.2	370.3	0.	0.	
1972	882.5	1252.8	193.3	193.3	1075.8	1446.1	380.6	380.6	
1973	1142.2	2395.1	632.9	826.2	1775.1	3221.2	1120.8	1501.5	
1974	1175.8	3570.8	1028.7	1854.9	2204.5	5425.7	1721.4	3222.8	
1975	1177.4	4748.2	1372.6	3227.4	2550.0	7975.7	2182.0	5404.9	
1976	1111.3	5859.6	1705.6	4933.0	2816.9	10792.6	2588.8	7993.6	
1977	865.5	6725.1	1940.4	6873.4	2605.9	13598.5	2795.9	10789.6	
1978	198.3	6923.4	2100.3	8973.7	2294.5	15897.1	3029.2	13818.8	
1979	201.4	7124.8	2100.3	11074.0	2301.7	18198.8	3029.2	16849.0	
1980	201.4	7326.2	2100.3	13174.3	2301.7	20500.9	3029.2	19877.2	
1981	201.4	7527.6	2100.3	15274.6	2301.7	22802.1	3029.2	22906.4	
1982	201.4	7729.0	2100.3	17374.9	2301.7	25103.8	3029.2	25935.6	
1983	201.5	7930.5	2100.3	19475.2	2301.8	27405.7	3029.2	28964.9	
1984	201.5	8132.0	2100.3	21575.4	2301.8	29707.9	3029.2	31974.1	
1985	201.5	8333.6	2100.3	23675.7	2301.8	32009.3	3029.2	35023.3	
1986	201.5	8535.1	2100.3	25775.9	2301.8	34311.1	3029.2	38052.5	
1987	192.0	8727.1	1950.6	27726.6	2142.5	36453.7	2789.6	40842.1	
1988	162.8	8890.3	1584.9	29311.5	1754.7	38208.3	2264.5	43106.5	
1989	130.8	9023.6	1227.9	30543.4	1358.7	39567.0	1753.1	44859.6	
1990	94.5	9118.1	874.9	31418.3	903.4	40469.4	1259.0	46118.6	
1991	58.3	9175.4	491.5	31909.8	543.8	41086.2	710.2	46828.8	
1992	34.1	9210.5	153.9	32063.7	194.0	41280.2	233.3	47062.1	
1993	3.2	9213.7	0.	32063.7	3.2	41283.4	0.	47062.1	
1994	0.	9213.7	0.	32063.7	0.	41283.4	0.	47062.1	

U.S. Airlines									
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		U.S. Interest in SST Program	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.	0.	-87.6	-87.6
0.	0.	0.	0.	0.	0.	0.	0.	-294.4	-382.0
0.	0.	0.	0.	0.	0.	0.	0.	-398.8	-780.8
0.	0.	0.	0.	0.	0.	0.	0.	-375.2	-1156.0
0.	0.	23.7	23.7	0.	0.	0.	-23.7	-605.9	-1761.9
0.	0.	91.5	115.1	0.	0.	0.	-91.5	-802.2	-2564.1
0.	0.	255.2	370.3	0.	0.	0.	-255.2	-739.8	-3303.9
193.3	193.3	1075.6	1446.1	380.6	380.6	0.	-695.2	-268.9	-3572.8
632.9	826.2	1775.1	3221.2	1120.8	1501.5	0.	-654.3	220.4	-3352.4
1028.7	1854.4	2204.5	5425.7	1721.4	3222.5	0.	-483.1	534.0	-2818.4
1372.6	3227.4	2550.0	7975.7	2182.0	5404.9	0.	-367.9	770.0	-2048.4
1705.6	4933.0	2816.9	10792.6	2588.8	7933.6	0.	-228.2	941.3	-1107.1
1940.4	6873.4	2605.9	13598.5	2795.9	10789.6	0.	-10.0	1004.8	-102.3
2100.3	8973.7	2295.5	15937.1	3029.2	13816.8	0.	730.7	886.5	784.3
2100.3	11074.0	2301.7	18198.8	3029.2	16848.0	0.	727.5	890.3	1674.5
2100.3	13174.3	2301.7	20500.5	3029.2	19877.2	0.	727.5	890.3	2564.8
2100.3	15274.6	2301.7	22802.1	3029.2	22906.4	0.	727.5	890.3	3455.0
2100.3	17374.9	2301.7	25103.8	3029.2	25935.6	0.	727.5	890.3	4345.3
2100.3	19475.2	2301.7	27405.7	3029.2	28964.9	0.	727.4	890.3	5235.6
2100.3	21575.4	2301.7	29707.5	3029.2	31974.1	0.	727.4	890.3	6126.0
2100.3	23675.7	2301.7	32009.3	3029.2	35023.3	0.	727.4	890.3	7016.3
2100.3	25775.0	2301.7	34311.1	3029.2	38052.5	0.	727.4	890.3	7906.7
1950.6	27726.6	2142.5	36453.7	2787.6	40842.1	0.	647.0	801.3	8706.0
1553.3	29315.9	1754.7	38204.4	2264.5	43105.5	0.	509.8	654.9	9352.9
1227.7	30545.6	1353.7	39557.1	1753.1	44859.6	0.	394.3	502.4	9855.3
874.0	31415.3	903.4	40936.4	1259.0	46118.6	0.	263.6	368.2	10223.5
491.5	31909.8	547.8	41986.2	710.2	46825.8	0.	160.4	209.7	10433.2
153.0	32059.7	194.0	41230.2	233.3	47062.1	0.	39.3	70.2	10503.4
0.	32059.7	3.2	41253.4	0.	47062.1	0.	-3.2	2.1	10505.5
0.	32059.7	0.	41253.4	0.	47062.1	0.	0.	-0.	10505.5

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-87.6	-87.6	
-294.4	-382.0	
-398.8	-780.8	
-375.2	-1156.0	
-605.9	-1761.9	
-802.2	-2564.1	
-739.8	-3303.9	
-268.9	-3572.8	
220.4	-3352.4	
534.0	-2818.4	
770.0	-2048.4	
941.3	-1107.1	
1004.8	-102.3	
886.5	784.3	
890.3	1674.5	
890.3	2564.8	
890.3	3455.0	
890.3	4345.3	
890.3	5235.6	
890.3	6126.0	
890.3	7016.3	
890.3	7906.7	
801.3	8708.0	
644.9	9352.9	
502.4	9855.3	
368.2	10223.5	
209.7	10433.2	
70.2	10503.4	
2.1	10505.5	
-0.	10505.5	

a. Production and Development Cost - FAA  
Operating Cost - FAA

Year	U.S. Airlines						U.S. Airlines			U.S. Airlines			U.S. Airlines			U.S. Airlines		
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		U.S. Airlines		U.S. Airlines		U.S. Airlines		U.S. Airlines	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1970	55.5	73.6	0.	0.	73.6	73.6	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1971	120.8	194.4	0.	0.	194.4	194.4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1972	671.5	865.9	120.9	120.9	792.4	792.4	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1
1973	370.4	1236.3	335.6	516.5	1365.0	2433.2	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0
1974	1529.7	2766.0	776.1	1292.6	2305.8	4739.0	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1
1975	1577.1	4343.1	1264.0	2556.6	2841.1	7530.1	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8
1976	1566.0	5909.1	1639.3	4195.9	3205.3	10735.4	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3
1977	1455.3	7364.4	2018.5	6214.5	3473.8	14259.2	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7
1978	1022.1	8386.5	2518.3	8732.8	3520.5	17779.7	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0
1979	234.5	8621.0	2675.6	11408.4	2970.0	20749.7	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3
1980	236.2	8857.2	2675.6	14084.0	2972.4	23722.1	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5
1981	236.2	9093.4	2675.6	16759.6	2972.4	26694.5	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8
1982	236.2	9329.6	2675.6	19435.1	2972.4	29666.9	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1
1983	236.2	9565.8	2675.6	22110.7	2972.4	32639.2	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4
1984	296.8	9862.6	2675.6	24786.2	2972.4	35611.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6
1985	296.8	10159.4	2675.6	27461.8	2972.4	38584.0	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9
1986	296.8	10456.2	2675.6	30137.4	2972.4	41556.4	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2
1987	289.7	10745.9	2575.3	32712.7	2865.0	44421.4	6091.2	79344.4	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0
1988	270.0	11015.9	2337.1	35049.9	2607.1	47328.5	5517.2	84561.5	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1
1989	233.3	11249.2	1987.7	37037.6	2221.0	49249.5	4692.8	89554.4	2471.8	40304.9	2471.8	40304.9	2471.8	40304.9	2471.8	40304.9	2471.8	40304.9
1990	182.6	11431.8	1511.3	38548.9	1693.9	50943.4	3532.0	93086.4	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0
1991	184.2	11616.0	1103.7	39652.6	1232.8	52176.2	2566.3	95652.7	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5
1992	75.8	11691.8	637.1	40309.7	732.8	52909.0	1513.8	97166.5	81.0	44257.5	81.0	44257.5	81.0	44257.5	81.0	44257.5	81.0	44257.5
1993	30.1	11721.9	157.2	40466.9	103.3	53102.3	366.0	97532.5	172.7	44430.2	172.7	44430.2	172.7	44430.2	172.7	44430.2	172.7	44430.2
1994	2.3	11724.2	0.	40466.9	2.3	53104.6	0.	97532.5	-2.3	44427.9	-2.3	44427.9	-2.3	44427.9	-2.3	44427.9	-2.3	44427.9

U.S. Int'l SST Pr	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines	U.S. Airlines
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
-63.5	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-221.3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-304.2	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-274.3	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-453.9	18.1	18.1	0.	0.	18.1	18.1	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-648.9	55.5	73.6	0.	0.	73.6	73.6	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-585.9	120.8	194.4	0.	0.	194.4	194.4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-61.2	256.0	376.4	0.	0.	376.4	376.4	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
526.2	671.5	865.9	120.9	120.9	792.4	792.4	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1	417.1
1469.1	370.4	1236.3	335.6	516.5	1365.0	2433.2	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8	1645.0	1227.8
2301.0	1529.7	2766.0	776.1	1292.6	2305.8	4739.0	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2	3898.1	2243.2
2740.3	1577.1	4343.1	1264.0	2556.6	2841.1	7530.1	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6	7369.8	3481.6
3069.1	1566.0	5909.1	1639.3	4195.9	3205.3	10735.4	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5	11600.3	4230.5
3680.7	1455.3	7364.4	2018.5	6214.5	3473.8	14259.2	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5	16439.7	4839.5
3600.2	1022.1	8386.5	2518.3	8732.8	3520.5	17779.7	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3	22427.0	5987.3
3603.0	234.5	8621.0	2675.6	11408.4	2970.0	20749.7	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3	28780.3	6353.3
3603.0	236.2	8857.2	2675.6	14084.0	2972.4	23722.1	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3	35133.5	6353.3
3603.0	236.2	9093.4	2675.6	16759.6	2972.4	26694.5	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3	41486.8	6353.3
3603.0	236.2	9329.6	2675.6	19435.1	2972.4	29666.9	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3	47840.1	6353.3
3603.0	236.2	9565.8	2675.6	22110.7	2972.4	32639.2	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3	54193.4	6353.3
3603.0	296.8	9862.6	2675.6	24786.2	2972.4	35611.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3	60546.6	6353.3
3603.0	296.8	10159.4	2675.6	27461.8	2972.4	38584.0	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3	66899.9	6353.3
3603.0	296.8	10456.2	2675.6	30137.4	2972.4	41556.4	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3	73253.2	6353.3
3603.0	296.8	10745.9	2575.3	32712.7	2865.0	44421.4	6091.2	79344.4	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0	3226.2	34923.0	3226.2
3603.0	270.0	11015.9	2337.1	35049.9	2607.1	47328.5	5517.2	84561.5	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1	2510.0	37833.1	2510.0
3603.0	233.3	11249.2	1987.7	37037.6	2221.0	49249.5	4692.8	89554.4	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0	1838.1	42143.0	1838.1
3603.0	182.6	11431.8	1511.3	38548.9	1693.9	50943.4	3532.0	93086.4	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5	1333.5	43476.5	1333.5
3603.0	184.2	11616.0	1103.7	39652.6	1232.8	52176.2	2566.3	95652.7	2510.0	45653.0	2510.0	45653.0	2510.0	45653.0	2510.0	45653.0	2510.0	45653.0	2510.0
3603.0	184.2	11800.2	1103.7	40756.3	1232.8	53409.0	2566.3	98219.0	2510.0	48163.0	2510.0	48163.0	2510.0	48163.0	2510.0	48163.0	2510.0	48163.0	2510.0
3603.0	184.2	12084.4	1103.7	41860.0	1232.8	54641.8	2566.3	100785.3	2510.0	50673.0	2510.0	50673.0	2510.0	50673.0	2510.0	50673.0	2510.0	50673.0	2510.0
3603.0	184.2	12368.6	1103.7	42963.7	1232.8	55874.6	2566.3	103351.6	2510.0	53183.0	2510.0	53183.0	2510.0	53183.0	2510.0	53183.0	2510.0	53183.0	2510.0
3603.0	184.2	12652.8	1103.7	44067.4	1232.8	57107.4	2566.3	105917.9	2510.0	55693.0	2510.0	55693.0	2510.0	55693.0	2510.0	55693.0	2510.0	55693.0	2510.0
3603.0	184.2	12937.0	1103.7	45171.1	1232.8	58340.2	2566.3	108484.2	2510.0	58203.0	2510.0	58203.0	2510.0	58203.0	2510.0	58203.0	2510.0	58203.0	2510.0
3603.0	184.2	13221.2	1103.7	46274.8	1232.8	59573.0	2566.3	111050.5	2510.0	60713.0	2510.0	60713.0	2510.0	60713.0	2510.0	60713.0	2510.0	60713.0	2510.0
3603.0	184.2	13505.4	1103.7	47378.5	1232.8	60805.8	2566.3	113616.8	2510.0	63223.0	2510.0	63223.0	2510.0	63223.0	2510.0	63223.0	2510.0	63223.0	2510.0
3603.0	184.2	13789.6	1103.7	48482.2	1232.8	62038.6	2566.3	116183.1	2510.0	65733.0	2510.0	65733.0	2510.0	65733.0	2510.0	65733.0	2510.0	65733.0	2510.0
3603.0	184.2	14073.8	1103.7	49585.9	1232.8	63271.4	2566.3	118749.4	2510.0	68243.0	2510.0	68243.0	2510.0	68243.0	2510.0	68243.0	2510.0	68243.0	2510.0
3603.0	184.2	14358.0	1103.7	50689.6	1232.8	64504.2	2566.3	121315.7	2510.0	70753.0	2510.0	70753.0	2510.0	70753.0	2510.0	70753.0	2510.0	70753.0	2510.0
3603.0	184.2	14642.2	1103.7	51793.3	1232.8	65737.0	2566.3	123882.0	2510.0	73263.0	2510.0	73263.0	2510.0	73263.0	2510.0	73263.0	2510.0	73263.0	2510.0
3603.0	184.2	14926.4	1103.7	52897.0	1232.8	66969.8	2566.3	126448.3	2510.0	75773.0	2510.0	75773.0	2510.0	75773.0	2510.0	75773.0	2510.0	75773.0	2510.0
3603.0	184.2	15210.6	1103.7	54000.7	1232.8	68202.6	2566.3	129014.6	2510.0	78283.0	2510.0	78283.0	2510.0	78283.0	2510.0	78283.0	2510.0	78283.0	2510.0
3603.0	184.2	15494.8	1103.7	55104.4	1232.8	69435.4	2566.3	131580.9	2510.0	80793.0	2510.0	80793.0	2510.0	80793.0	2510.0	80793.0	2510.0	80793.0	2510.0
3603.0	184.2	15779.0	1103.7	56208.1	1232.8	70668.2	2566.3	134147.2	2510.0	83303.0	2510.0	83303.0	2510.0	83303.0	2510.0	83303.0	2510.0	83303.0	2510.0
3603.0	184.2	16063.2	1103.7	57311.8	1232.8	71901.0	2566.3	136713.5	2510.0	85813.0	2510.0	85813.0	2510.0	85813.0	2510.0	85813.0	2510.0	85813.0	2510.0
3603.0	184.2	16347.4	1103.7	58415.5	1232.8	73133.8	2566.3	139279.8	2510.0	88323.0	2510.0	88323.0	2510.0	88323.0	2510.0	88323.0	2510.0	88323.0	2510.0
3603.0	184.2	16631.6	1103.7	59519.2	1232.8	74366.6	2566.3	141846.1	2510.0	90833.0	2510.0	90833.0	2510.0	90833.0	2510.0	90833.0	2510.0	90833.0	2510.0
3603.0	184.2	16915.8	1103.7	60622.9	1232.8	75599.4	2566.3	144412.4	2510.0	93343.0	2510.0	93343.0	2510.0	93343.0	2510.0	93343.0	2510.0	93343.0	2510.0
3603.0	184.2	17200.0	1103.7	61726.6	1232.8	76832.2	2566.3	146978.7	2510.0	95853.0	2510.0	95853.0	2510.0	95853.0	2510.0	95853.0	2510.0	95853.0	2510.0
3603.0	184.2	17484.2	1103.7	62830.3	1232.8	78065.0	2566.3	149545.0	2510.0	98363.0	2510.0	98363.0	2510.0	98363.0	2510.0	98363.0	2510.0	98363.0	2510.0
3603.0	184.2	17768.4	1103.7	63934.0	1232.8	79297.8	2566.3	152111.3	2510.0	100873.0	2510.0	100873.0	2510.0	100873.0	2510.0	100873.0	2510.0	100873.0	2510.0
3603.0	184.2	18052.6	1103.7	65037.7	1232.8	80530.6	2566.3	154677.6	2510.0	103383.0	2510.0	103383.0	2510.0	103383.0	2510.0	103383.0	2510.0	103383.0	2510.0
3603.0	184.2	18336.8	1103.7	66141.4	1232.8	81763.4	2566.3	157243.9	2510.0	105893.0	2510.0	105893.0	2510.0	105893.0	2510.0	105893.0	2510.0	105893.0	2510.0
3603.0	184.2	18621.0	1103.7	67245.1	1232.8	82996.2	2566.3	159810.2	2510.0	108403.0	2510.0	108403.0	2510.0	108403.0	2510.0	108403.0	2510.0	108403.0	2510.0
3603.0	184.2	18905.2	1103.7	68348.8	1232.8	84229.0	2566.3	162376.5	2510.0	110913.0	2510.0	110913.0	2510.0	110913.0	2510.0	110913.0	2510.0	110913.0	2510.0
3603.0	184.2	19189.4	1103.7	69452.5	1232.8	85461.8	2566.3	164942.8	2510.0	113423.0	2510.0	113423.0	2510.0	113423.0	2510.0	113423.0	2510.0	113423.0	2510.0
3603.0	184.2	19473.6	1103.7	70556.2	1232.8	86694.6	2566.3	1											

A

U.S. Airlines										
U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		U.S. Interest in SST Program	
nn.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
C.	0.	0.	C.	0.	0.	C.	C.	-63.5	-63.5	
0.	0.	0.	0.	0.	0.	0.	0.	-221.3	-284.8	
0.	0.	0.	0.	0.	0.	0.	0.	-304.2	-589.0	
0.	0.	0.	0.	0.	0.	0.	0.	-274.3	-863.2	
0.	0.	15.1	15.1	0.	0.	0.	-18.1	-453.9	-1317.1	
0.	0.	63.5	34.0	0.	0.	0.	-65.8	-648.9	-1966.1	
0.	0.	190.3	274.0	0.	0.	0.	-190.8	-585.9	-2552.0	
120.9	120.9	792.4	1757.2	417.1	417.1	417.1	-375.2	-61.2	-2613.2	
395.0	516.9	1266.0	2433.2	1227.8	1645.0	1645.0	-138.2	526.2	-2087.1	
776.1	1292.6	2305.0	4739.0	2243.2	3888.1	3888.1	-62.6	1469.1	-616.0	
264.0	2550.0	2841.1	7330.1	3481.6	7269.8	7269.8	640.5	2301.0	1683.0	
639.3	4195.9	3200.5	10735.4	4230.5	11600.3	1025.2	814.9	2740.3	4423.3	
018.5	6214.5	3473.8	14259.2	4839.5	16439.7	1355.6	2180.5	3069.1	7492.4	
518.3	3732.3	3420.5	17779.7	5987.3	22427.0	2466.8	4647.3	3680.7	11173.1	
675.6	11408.4	2070.0	20743.7	6353.3	28780.3	3383.2	8030.5	3600.2	14773.3	
675.6	14023.3	2972.4	23722.1	6353.3	35133.5	3380.9	11411.4	3603.0	18376.3	
675.6	16759.5	2972.4	26694.5	6353.3	41486.8	3380.9	14792.3	3603.0	21979.2	
675.6	19435.1	2972.4	29666.9	6353.3	47840.1	3380.9	18173.2	3603.0	25582.2	
575.6	22110.7	2972.4	32639.2	6353.3	54193.4	3380.9	21554.1	3603.0	29185.1	
675.6	24796.2	2972.4	35611.6	6353.3	60546.6	3380.9	24935.0	3603.0	32783.1	
675.6	27461.3	2972.4	38584.0	6353.3	66899.9	3380.9	28315.9	3603.0	36391.0	
275.6	30137.4	2972.4	41556.4	6353.3	73253.2	3380.9	31696.8	3603.0	39994.0	
575.3	32712.7	2805.0	44421.4	6091.2	79344.4	3226.2	34923.0	3442.6	43436.6	
337.1	35049.9	2607.1	47028.9	5517.2	84861.5	2510.0	37833.1	3113.1	46549.7	
987.7	37037.5	2221.0	49249.5	4692.8	89554.4	2471.8	40304.3	2647.6	49197.6	
511.3	38548.8	1633.9	50943.4	3532.0	93086.4	1838.1	42143.0	1978.6	51176.2	
103.7	39662.5	1232.8	52176.2	2566.3	95652.7	1333.5	43476.5	1434.1	52610.3	
697.1	40309.9	732.8	52909.0	1513.8	97166.5	781.0	44257.5	941.6	53451.9	
157.2	40466.9	103.3	53102.3	366.0	97532.5	172.7	44430.2	204.3	53656.2	
0.	40466.9	2.3	53104.6	0.	97532.5	-2.3	44427.9	1.6	53657.8	

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	
-221.3	-284.8	
-304.2	-589.0	
-274.3	-863.2	
-453.9	-1317.1	
-648.9	-1966.1	
-585.9	-2552.0	
-61.2	-2613.2	
526.2	-2087.1	
1469.1	-618.0	
2301.0	1683.0	
2740.3	4423.3	
3069.1	7492.4	
3680.7	11173.1	
3600.2	14773.3	
3603.0	18376.3	
3603.0	21979.2	
3603.0	25582.2	
3603.0	29185.1	
3603.0	32788.1	
3603.0	36391.0	
3603.0	39994.0	
3442.6	43436.6	
3113.1	46549.7	
2647.6	49197.6	
1978.6	51176.2	
1434.1	52610.3	
941.6	53451.9	
204.3	53656.2	
1.6	53657.8	

Table S1.24. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 400 (Fares of 1.1 Times Current Fares), in Millions of Dollars

5. Production and Development Cost - FAA  
Operating Cost - ORI

Year	U. S. Airlines									
	U. S. Airlines Acquisition Cost		U. S. Airlines Total Operating Cost		U. S. Airlines Total Outlay		U. S. Airlines Revenues		U. S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	-18.1	-18.1
1970	65.8	84.0	0.	0.	65.8	84.0	0.	0.	-65.8	-84.0
1971	190.8	274.8	0.	0.	150.8	274.8	0.	0.	-190.8	-274.8
1972	671.5	946.3	193.3	193.3	864.8	1139.6	417.1	417.1	-447.7	-722.4
1973	970.4	1916.7	632.3	632.3	1603.3	2742.9	1227.8	1645.0	-375.5	-1097.9
1974	1529.7	3446.4	1235.8	1235.8	2765.4	5508.3	2243.2	3888.1	-522.3	-1620.2
1975	1577.1	5023.5	1995.5	1995.5	3572.5	9030.9	3481.6	7369.8	-90.9	-1711.1
1976	1556.0	6589.5	2552.5	2552.5	4118.5	13199.4	4230.5	11600.3	112.0	-1599.1
1977	1455.3	8044.8	3078.8	3078.8	4534.1	17733.4	4839.5	16439.7	305.4	-1293.7
1978	1002.1	9046.9	3803.5	3803.5	4805.7	22539.1	5987.3	22427.0	1181.6	-112.1
1979	294.5	9341.4	4039.6	4039.6	4334.1	26873.2	6353.3	28780.3	2019.2	1907.1
1980	296.8	9638.2	4039.6	4039.6	4336.4	31209.6	6353.3	35133.5	2016.9	3924.0
1981	296.8	9935.0	4039.6	4039.6	4336.4	35546.0	6353.3	41486.8	2016.9	5940.8
1982	296.8	10231.8	4039.6	4039.6	4336.4	39882.4	6353.3	47840.1	2016.9	7957.7
1983	296.8	10528.6	4039.6	4039.6	4336.4	44218.8	6353.3	54193.4	2016.9	9974.6
1984	296.8	10825.4	4039.6	4039.6	4336.4	48555.2	6353.3	60546.6	2016.9	11991.4
1985	296.8	11122.2	4039.6	4039.6	4336.4	52891.6	6353.3	66890.9	2016.9	14008.3
1986	296.8	11419.0	4039.6	4039.6	4336.4	57228.0	6353.3	73253.2	2016.9	16025.2
1987	289.7	11708.6	3889.9	3889.9	4179.6	61407.6	6091.2	79344.4	1911.6	17936.8
1988	270.0	11978.6	3528.2	3528.2	3798.2	65205.7	5517.7	84861.5	1719.0	19655.8
1989	233.3	12212.0	2992.1	2992.1	3225.4	68431.2	4692.8	89554.4	1467.4	21123.2
1990	182.6	12394.6	2258.6	2258.6	2441.2	70872.4	3532.0	93086.4	1090.8	22213.9
1991	129.2	12523.7	1632.0	1632.0	1761.2	72533.6	2566.3	95652.7	805.1	23019.1
1992	75.8	12599.5	960.8	960.8	1036.6	73570.2	1513.8	97166.5	477.2	23496.3
1993	36.0	12635.5	236.1	236.1	272.1	73942.3	366.0	97532.5	93.9	23590.2
1994	2.3	12637.9	0.	0.	2.3	73944.6	0.	97532.5	-2.3	23587.9



c. Production and Development Cost - PRC  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	
-221.3	-284.8	
-304.2	-589.0	
-274.3	-863.2	
-453.9	-1317.1	
-648.9	-1966.1	
-585.9	-2552.0	
-133.6	-2685.6	
288.9	-2396.7	
1009.4	-1387.3	
1569.5	182.2	
1827.1	2009.3	
2008.9	4018.2	
2395.5	6413.7	
2236.2	8649.9	
2238.9	10888.8	
2238.9	13127.7	
2238.9	15366.6	
2238.9	17605.6	
2238.9	19844.5	
2238.9	22083.4	
2238.9	24322.3	
2128.1	26450.4	
1922.1	28372.5	
1643.4	30015.9	
1231.2	31247.1	
905.8	32152.8	
537.9	32690.7	
125.4	32816.1	
1.6	32817.8	

Year	U.S. Airlines						U.S. Airlines	
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.
1969	23.7	23.7	0.	0.	23.7	23.7	0.	0.
1970	89.1	112.8	0.	0.	89.1	112.8	0.	0.
1971	266.0	378.8	0.	0.	266.0	378.8	0.	0.
1972	956.1	1334.9	193.3	193.3	1149.4	1528.1	417.1	417.1
1973	1390.8	2725.7	632.9	826.2	2023.7	3551.8	1227.8	1645.0
1974	2199.4	4925.1	1235.8	2061.9	3435.2	6987.0	2243.2	3888.1
1975	2262.9	7187.9	1995.5	4057.4	4258.3	11245.3	3481.6	7369.8
1976	2247.8	9435.8	2552.5	6609.9	4800.3	16045.7	4230.5	11600.3
1977	2088.5	11524.3	3078.8	9688.6	5167.3	21212.9	4839.5	16439.7
1978	1429.3	12953.6	3803.5	13492.2	5232.9	26445.8	5987.3	22427.0
1979	395.3	13348.9	4039.6	17531.8	4434.9	30880.7	6353.3	28780.3
1980	398.8	13747.7	4039.6	21571.4	4438.4	35319.1	6353.3	35133.5
1981	398.8	14146.5	4039.6	25611.0	4438.4	39757.5	6353.3	41486.8
1982	398.8	14545.3	4039.6	29650.6	4438.4	44196.0	6353.3	47840.1
1983	398.8	14944.2	4039.6	33690.2	4438.4	48634.4	6353.3	54193.4
1984	398.8	15343.0	4039.6	37729.8	4438.4	53072.8	6353.3	60546.6
1985	398.8	15741.8	4039.6	41769.4	4438.4	57511.2	6353.3	66899.9
1986	398.8	16140.6	4039.6	45809.0	4438.4	61949.6	6353.3	73253.2
1987	389.5	16530.1	3889.9	49698.9	4279.4	66229.0	6091.2	79344.4
1988	363.4	16893.5	3528.2	53227.1	3891.6	70120.6	5517.2	84861.5
1989	314.7	17208.2	2992.1	56219.2	3306.8	73427.4	4692.8	89554.4
1990	246.9	17455.1	2258.6	58477.9	2505.6	75933.0	3532.0	93086.4
1991	175.1	17630.3	1632.0	60109.9	1807.2	77740.1	2566.3	95652.7
1992	103.4	17733.6	960.8	61070.7	1064.2	78804.3	1513.8	97166.5
1993	49.5	17783.1	236.1	61306.8	285.5	79089.9	366.0	97532.5
1994	3.5	17786.6	0.	61306.8	3.5	79093.4	0.	97532.5

U.S. Airlines  
Cash  
Ann.

U.S. Airlines							
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	23.7	23.7	0.	0.	-23.7	-23.7
0.	0.	89.1	112.8	0.	0.	-89.1	-112.8
0.	0.	266.0	378.8	0.	0.	-266.0	-378.8
193.3	193.3	1149.4	1528.1	417.1	417.1	-732.2	-1111.0
632.9	826.2	2023.7	3551.8	1227.8	1645.0	-795.9	-1906.9
1235.8	2061.9	3435.2	6987.0	2243.2	3888.1	-1192.0	-3098.9
1995.5	4057.4	4258.3	11245.3	3481.6	7369.8	-776.7	-3875.6
2552.5	6609.9	4800.3	16045.7	4230.5	11600.3	-569.8	-4445.4
3078.8	9688.6	5167.3	21212.9	4839.5	16439.7	-327.8	-4773.2
3803.5	13492.2	5232.9	26445.8	5987.3	22427.0	754.4	-4018.8
4039.6	17531.8	4434.9	30880.7	6353.3	28780.3	1918.3	-2100.4
4039.6	21571.4	4438.4	35319.1	6353.3	35133.5	1914.9	-185.6
4039.6	25611.0	4438.4	39757.5	6353.3	41486.8	1914.9	1729.3
4039.6	29650.6	4438.4	44196.0	6353.3	47840.1	1914.9	3644.1
4039.6	33690.2	4438.4	48634.4	6353.3	54193.4	1914.9	5559.0
4039.6	37729.8	4438.4	53072.8	6353.3	60546.6	1914.9	7473.8
4039.6	41769.4	4438.4	57511.2	6353.3	66899.9	1914.9	9388.7
4039.6	45809.0	4438.4	61949.6	6353.3	73253.2	1914.9	11303.5
4039.6	49698.9	4279.4	66229.0	6091.2	79344.4	1811.8	13115.4
4039.6	53227.1	3891.6	70120.6	5517.2	84861.5	1625.6	14740.9
4039.6	56219.2	3306.8	73427.4	4692.8	89554.4	1386.0	16127.0
4039.6	58477.9	2505.6	75933.0	3532.0	93086.4	1026.4	17153.4
4039.6	60109.9	1807.2	77740.1	2566.3	95652.7	755.2	17912.5
4039.6	61070.7	1064.2	78804.3	1513.8	97166.5	449.6	18362.2
4039.6	61306.8	285.5	79089.9	366.0	97532.5	80.5	18442.6
0.	61306.8	3.5	79093.4	0.	97532.5	-3.5	18439.1

U.S. Interest in SST Program		
U.S. Interest in SST Program		Net Cash Flows
Ann.	Cum.	
-87.6	-87.6	-87.6
-294.4	-382.0	-382.0
-398.8	-780.8	-780.8
-400.3	-1181.1	-1181.1
-673.8	-1854.8	-1854.8
-961.5	-2816.3	-2816.3
-873.0	-3689.4	-3689.4
-297.1	-3986.4	-3986.4
165.9	-3820.5	-3820.5
1019.7	-2800.8	-2800.8
1628.0	-1172.8	-1172.8
1934.9	762.1	762.1
2157.9	2920.1	2920.1
2523.2	5443.2	5443.2
2236.5	7679.8	7679.8
2240.7	9920.5	9920.5
2240.7	12161.2	12161.2
2240.7	14401.9	14401.9
2240.7	16642.7	16642.7
2240.7	18883.4	18883.4
2240.7	21124.1	21124.1
2240.7	23364.8	23364.8
2129.3	25494.1	25494.1
1923.5	27417.6	27417.6
1644.1	29061.6	29061.6
1232.4	30294.0	30294.0
906.7	31200.7	31200.7
538.5	31739.2	31739.2
126.8	31866.0	31866.0
2.4	31868.4	31868.4

a. Production and Development Cost - FAA  
Operating Cost - FAA

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	18.1	18.1	0.	0.	18.1	18.1	0.	0.	-18.1	-18.1
1970	65.8	84.0	0.	0.	65.8	84.0	0.	0.	-65.8	-84.0
1971	190.8	274.8	0.	0.	190.8	274.8	0.	0.	-190.8	-274.8
1972	671.5	946.3	120.9	120.9	792.4	1067.2	380.6	380.6	-411.8	-686.5
1973	970.4	1916.7	395.6	516.5	1366.0	2433.2	1120.8	1501.5	-245.2	-931.7
1974	1529.7	3446.4	776.1	1292.6	2305.8	4739.0	2048.1	3549.5	-257.7	-1189.4
1975	1577.1	5023.5	1264.0	2556.6	2841.1	7580.1	3179.8	6729.3	338.7	-850.8
1976	1566.0	6589.5	1639.3	4195.9	3205.3	10785.4	3865.1	10594.4	659.8	-191.0
1977	1455.3	8044.8	2018.5	6214.5	3473.8	14259.2	4424.6	15019.0	950.8	759.7
1978	1002.1	9046.9	2518.3	8732.8	3520.5	17779.7	5474.6	20493.6	1954.2	2713.9
1979	294.5	9341.4	2675.6	11408.4	2970.0	20749.7	5809.3	26302.9	2839.2	5553.1
1980	296.8	9638.2	2675.6	14083.9	2972.4	23722.1	5809.3	32112.1	2836.9	8390.0
1981	296.8	9935.0	2675.6	16759.5	2972.4	26694.5	5809.3	37921.4	2836.9	11226.9
1982	296.8	10231.8	2675.6	19435.1	2972.4	29666.9	5809.3	43730.6	2836.9	14063.8
1983	296.8	10528.6	2675.6	22110.7	2972.4	32639.2	5809.3	49539.9	2836.9	16900.6
1984	296.8	10825.4	2675.6	24786.2	2972.4	35611.6	5809.3	55349.1	2836.9	19737.5
1985	296.8	11122.2	2675.6	27461.8	2972.4	38584.0	5809.3	61158.4	2836.9	22574.4
1986	296.8	11419.0	2675.6	30137.4	2972.4	41556.4	5809.3	66967.7	2836.9	25411.3
1987	289.7	11708.6	2575.3	32712.7	2865.0	44421.4	5569.6	72537.3	2704.6	28115.9
1988	270.0	11978.6	2337.1	35049.9	2607.1	47028.5	5044.5	77581.8	2437.4	30553.3
1989	233.3	12212.0	1987.7	37037.5	2221.0	49249.5	4290.9	81872.7	2069.9	32623.2
1990	182.6	12394.6	1511.3	38548.8	1655.9	50943.4	3229.8	85102.5	1535.9	34159.1
1991	129.2	12523.7	1103.7	39652.5	1232.8	52175.2	2347.4	87449.9	1114.6	35273.7
1992	75.8	12599.5	657.1	40309.5	732.8	52909.0	1384.7	88834.6	651.9	35925.6
1993	36.0	12635.5	157.2	40466.8	193.3	53102.3	334.6	89169.2	141.4	36066.9
1994	2.3	12637.9	0.	40466.8	2.3	53104.6	0.	89169.2	-2.3	36064.6

U.S. Airlines									
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		U.S. Interest in SST Program	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.	0.	-63.5	-63.5
0.	0.	0.	0.	0.	0.	0.	0.	-221.3	-284.8
0.	0.	0.	0.	0.	0.	0.	0.	-304.2	-589.0
0.	0.	0.	0.	0.	0.	0.	0.	-274.3	-863.2
0.	0.	0.	0.	0.	0.	0.	0.	-453.9	-1317.1
0.	0.	18.1	18.1	0.	0.	-18.1	-18.1	-648.9	-1966.1
0.	0.	65.8	84.0	0.	0.	-65.8	-84.0	-585.9	-2552.0
0.	0.	190.8	274.8	0.	0.	-190.8	-274.8	-97.7	-2649.7
120.9	120.9	722.4	1067.2	380.6	380.6	-411.8	-686.5	419.2	-2230.5
395.6	516.5	1366.0	2433.2	1120.8	1501.5	-245.2	-931.7	1274.0	-956.6
776.1	1292.6	2305.8	4739.0	2048.1	3549.5	-257.7	-1189.4	1999.1	1042.6
264.0	2556.6	2841.1	7580.1	3179.8	6729.3	338.7	-850.8	2374.8	3417.4
339.3	4195.9	3205.3	10785.4	3865.1	10594.4	659.8	-191.0	2654.3	6071.7
118.5	6214.5	3473.8	14259.2	4424.6	15019.0	950.8	759.7	3168.1	9239.7
18.3	8732.8	3520.5	17779.7	5474.6	20493.6	1954.2	2713.9	3056.2	12295.9
75.6	11408.4	2970.0	20749.7	5809.3	26302.9	2836.9	5553.1	3058.9	15354.8
75.6	14083.9	2972.4	23722.1	5809.3	32112.1	2836.9	8390.0	3058.9	18413.8
75.6	16759.5	2972.4	26694.5	5809.3	37921.4	2836.9	11226.9	3058.9	21472.7
75.6	19435.1	2972.4	29666.9	5809.3	43730.6	2836.9	14063.8	3058.9	24531.6
75.6	22110.7	2972.4	32639.2	5809.3	49539.9	2836.9	16900.6	3058.9	27590.6
75.6	24786.2	2972.4	35611.6	5809.3	55349.1	2836.9	19737.5	3058.9	30649.5
75.6	27461.8	2972.4	38584.0	5809.3	61158.4	2836.9	22574.4	3058.9	33708.5
75.6	30137.4	2972.4	41556.4	5809.3	66967.7	2836.9	25411.3	2921.0	36629.5
75.3	32712.7	2865.0	44421.4	5567.6	72537.3	2704.6	28115.9	2640.5	39270.0
37.1	35049.9	2607.1	47028.5	5044.5	77581.8	2437.4	30553.3	2246.0	41515.9
87.7	37037.5	2221.0	49249.5	4290.9	81872.7	2069.9	32623.2	1676.3	43192.3
11.3	38548.8	1693.9	50943.4	3229.8	85102.5	1535.9	34159.1	1215.2	44407.5
03.7	39652.5	1232.8	52176.2	2347.4	87449.9	1114.6	35273.7	712.5	45120.0
57.1	40309.5	732.8	52909.0	1384.7	88834.6	651.9	35925.6	172.9	45292.9
57.2	40466.8	193.3	53102.3	334.6	89160.2	141.4	36066.9	1.6	45294.5
0.	40466.8	2.3	53104.6	0.	89169.2	-2.3	36064.6		



c. Production and Development Cost - PRC  
Operating Cost - ORI

U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
-63.5	-63.5
-221.3	-284.8
-304.2	-589.0
-274.3	-863.2
-453.9	-1317.1
-648.9	-1966.1
-585.9	-2552.0
-170.1	-2722.1
181.9	-2540.2
814.3	-1725.9
1267.7	-458.2
1461.6	1003.5
1594.0	2597.5
1882.8	4480.3
1692.2	6172.5
1694.9	7867.4
1694.9	9562.3
1694.9	11257.2
1694.9	12952.1
1694.9	14647.0
1694.9	16341.9
1694.9	18036.8
1606.5	19643.3
1449.4	21092.7
1241.5	22334.2
929.0	23263.2
686.9	23950.1
408.7	24358.8
94.1	24452.9
1.6	24454.5

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flow
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	23.7	23.7	0.	0.	23.7	23.7	0.	0.	0.
1970	83.1	112.8	0.	0.	83.1	112.8	0.	0.	0.
1971	260.0	374.8	0.	0.	266.0	378.8	0.	0.	0.
1972	956.1	1334.9	133.3	193.3	1149.4	1528.1	380.6	380.6	0.
1973	1390.8	2725.7	632.9	826.2	2023.7	3551.8	1120.8	1501.5	0.
1974	2199.4	4925.1	1235.8	2061.9	3435.2	6987.0	2048.1	3549.5	0.
1975	2262.9	7187.9	1995.5	4057.4	4258.3	11245.3	3179.8	6729.3	0.
1976	2247.8	9435.8	2552.5	6509.9	4800.3	16045.7	3865.1	10594.4	0.
1977	2088.5	11524.3	3078.8	9688.6	5167.3	21212.9	4424.6	15019.0	0.
1978	1429.3	12953.6	3903.5	13492.2	5232.9	26445.8	5474.6	20493.6	0.
1979	395.3	13348.9	4039.6	17531.8	4434.9	30880.7	5809.3	26302.9	0.
1980	398.8	13747.7	4039.6	21571.4	4438.4	35319.1	5809.3	32112.1	0.
1981	398.8	14146.5	4039.6	25611.0	4438.4	39757.5	5809.3	37921.4	0.
1982	398.8	14545.3	4039.6	29650.6	4438.4	44196.0	5809.3	43730.6	0.
1983	398.8	14944.2	4039.6	33690.2	4438.4	48634.4	5809.3	49539.9	0.
1984	398.8	15343.0	4039.6	37729.8	4438.4	53072.8	5809.3	55349.1	0.
1985	398.8	15741.8	4039.6	41769.4	4438.4	57511.2	5809.3	61158.4	0.
1986	398.8	16140.6	4039.6	45809.0	4438.4	61949.6	5809.3	66967.7	0.
1987	387.5	16530.1	3889.9	49698.9	4279.4	66229.0	5569.6	72537.3	0.
1988	363.4	16893.5	3523.2	53227.1	3891.6	70120.6	5044.5	77581.8	0.
1989	314.7	17208.2	2992.1	56219.2	3306.8	73427.4	4290.9	81872.7	0.
1990	246.9	17455.1	2258.6	58477.9	2505.6	75933.0	3229.8	85102.5	0.
1991	175.1	17630.3	1632.0	60109.9	1807.2	77740.1	2347.4	87449.9	0.
1992	103.4	17733.6	960.8	61070.7	1064.2	78804.3	1384.7	88834.6	0.
1993	49.5	17783.1	236.1	61306.8	285.5	79089.9	334.6	89169.2	0.
1994	3.5	17786.6	0.	61306.8	3.5	79093.4	0.	89169.2	0.

Deployment Cost - PRC

RI

U.S. Airlines									
Airlines Mission Post	U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
0.	0.	0.	0.	0.	0.	0.	0.	0.	
0.	0.	0.	0.	0.	0.	0.	0.	0.	
0.	0.	0.	0.	0.	0.	0.	0.	0.	
0.	0.	0.	0.	0.	0.	0.	0.	0.	
23.7	0.	0.	23.7	23.7	0.	0.	-23.7	-23.7	
112.4	0.	0.	89.1	112.8	0.	0.	-89.1	-112.8	
374.8	0.	0.	266.0	378.8	0.	0.	-266.0	-378.8	
1334.9	133.3	193.3	1147.4	1528.1	380.6	380.6	-768.8	-1147.5	
2725.7	632.9	826.2	2023.7	3551.8	1120.8	1501.5	-902.8	-2050.3	
4925.1	1235.8	2061.9	3435.2	6987.0	2048.1	3549.5	-1387.1	-3437.5	
7187.9	1975.5	4057.4	4258.3	11245.3	3179.8	6729.3	-1078.5	-4516.0	
9435.8	2552.5	6609.9	4800.3	16045.7	3865.1	10594.4	-935.2	-5451.2	
11524.3	3078.8	9688.6	5107.3	21212.9	4424.6	15019.0	-742.7	-6193.9	
12953.6	3303.5	13492.2	5232.9	26445.8	5474.6	20493.6	241.8	-5957.2	
13342.9	4039.6	17531.8	4434.9	30880.7	5809.3	26302.9	1374.3	-4577.8	
13747.7	4039.6	21571.4	4438.4	35319.1	5809.3	32112.1	1370.8	-3207.0	
14146.5	4039.6	25611.0	4438.4	39757.5	5809.3	37921.4	1370.8	-1836.2	
14545.3	4039.6	29650.6	4438.4	44136.0	5809.3	43730.6	1370.8	-465.3	
14944.2	4039.6	33690.2	4438.4	48634.4	5809.3	49539.9	1370.8	905.5	
15343.0	4039.6	37729.3	4438.4	53072.8	5809.3	55349.1	1370.8	2276.4	
15741.8	4039.6	41769.4	4438.4	57511.2	5809.3	61158.4	1370.8	3647.2	
16140.6	4039.6	45809.0	4438.4	61949.6	5809.3	66967.7	1370.8	5016.0	
16531.1	3889.9	49698.9	4279.4	66229.0	5569.6	72537.3	1290.2	6308.3	
16933.5	3528.2	53227.1	3891.6	70120.6	5044.5	77581.8	1152.9	7461.2	
17209.2	2992.1	56219.2	3306.8	73427.4	4290.9	81872.7	984.1	8445.3	
17455.1	2258.6	58477.7	2505.6	75933.0	3229.8	85102.5	724.2	9169.5	
17637.3	1632.0	60109.9	1807.2	77740.1	2347.4	87449.9	540.3	9704.8	
17733.6	960.8	61070.7	1064.2	78804.3	1384.7	88834.6	320.5	10030.3	
17783.1	236.1	61306.8	285.5	79089.9	334.6	89169.2	49.1	10079.3	
17786.6	0.	61306.8	3.5	79093.4	0.	89169.2	-3.5	10075.8	

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-87.6	-87.6	
-294.4	-382.0	
-398.6	-780.8	
-400.3	-1181.1	
-673.8	-1854.8	
-961.5	-2816.3	
-873.0	-3689.4	
-333.6	-4023.0	
58.9	-3964.0	
824.6	-3139.4	
1326.2	-1813.2	
1569.5	-243.7	
1743.0	1499.3	
2010.6	3509.9	
1692.5	5202.4	
1696.7	6899.1	
1696.7	8595.8	
1696.7	10292.5	
1696.7	11989.2	
1696.7	13685.9	
1696.7	15382.6	
1696.7	17079.3	
1607.7	18687.0	
1450.8	20137.8	
1242.2	21380.0	
930.2	22310.1	
687.8	22997.9	
409.3	23407.2	
95.4	23502.7	
2.4	23505.1	

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a. Production and Development Cost - FAA  
Operating Cost - FAA

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	19.8	19.8	0.	0.	19.8	19.8	0.	0.	-19.8	-19.8
1970	76.7	96.5	0.	0.	76.7	96.5	0.	0.	-76.7	-96.5
1971	237.8	334.3	0.	0.	237.8	334.3	0.	0.	-237.8	-334.3
1972	629.4	1163.8	120.9	120.9	950.3	1244.0	417.1	417.1	-533.1	-867.5
1973	1354.6	2547.4	446.1	566.9	1830.7	3115.3	1377.6	1794.7	-453.1	-1320.6
1974	2150.0	4739.4	562.0	1528.9	3147.9	6263.2	2779.9	4574.6	-368.1	-1688.7
1975	2200.2	6939.6	1551.2	3080.1	3812.1	10075.3	4263.6	8843.2	456.5	-1232.1
1976	2520.2	9323.3	2158.4	5238.5	4486.6	14561.9	5493.0	14237.1	1007.3	-224.8
1977	2284.3	11607.8	2907.8	8148.2	5194.1	19756.0	6911.2	21248.3	1717.1	1492.3
1978	2081.0	13688.8	3420.5	11568.8	5501.6	25257.6	8079.9	29228.3	2578.4	4070.6
1979	1177.1	14865.9	3681.2	15250.0	4858.3	30115.9	8686.3	38014.5	3828.0	7298.7
1980	422.2	15354.7	3570.6	18220.6	4463.4	34579.3	9372.5	47287.1	4509.2	12807.3
1981	492.8	15851.5	4332.2	23552.8	4875.0	39404.3	10237.6	57624.7	5412.6	18220.4
1982	422.2	16344.3	4260.9	27913.7	4853.7	44258.0	10306.3	67931.0	5452.6	23673.0
1983	492.8	16837.1	4360.9	32274.6	4853.7	49111.6	10306.3	78237.2	5452.6	29125.6
1984	492.8	17329.9	4360.9	36635.4	4853.7	53955.3	10306.3	88543.5	5452.6	34578.2
1985	492.8	17822.7	4360.9	40996.3	4853.7	58819.0	10306.3	98845.8	5452.6	40030.8
1986	492.8	18315.4	4360.9	45357.2	4853.7	63672.6	10306.3	109156.0	5452.6	45483.4
1987	484.9	18800.3	4260.0	49617.8	4745.5	68418.1	10044.2	119200.2	5298.7	50782.1
1988	493.2	19293.5	3379.4	53597.2	4438.6	72856.7	9365.0	128558.3	4929.4	55711.5
1989	400.9	19694.4	3538.4	57105.6	3914.3	76771.0	8248.8	136817.1	4334.5	60046.1
1990	350.8	20045.3	2932.0	60037.6	3262.8	80033.9	6848.2	143665.2	3585.3	63631.4
1991	202.1	20247.4	2230.6	62328.2	2542.7	82576.5	5388.0	149053.2	2845.3	66476.7
1992	173.1	20420.5	1451.1	63779.3	1624.3	84200.8	3395.0	152448.3	1770.8	68247.5
1993	74.4	20494.9	940.3	64719.6	1034.7	85235.5	2226.3	154674.6	1191.6	69439.1
1994	31.3	20526.2	579.7	65399.3	710.9	85946.5	1620.0	156294.6	909.0	70348.1

U.S. L SST	-63.5
Cash	-221.3
Ann.	-304.2
	-265.1
	-466.6
	-634.5
	-626.2
	-263.4
	411.6
	1618.5
	2646.9
	3385.6
	4097.8
	4908.3
	5107.8
	5241.7
	5745.5
	5785.5
	5785.5
	5785.5
	5785.5
	5626.0
	5240.7
	4610.7
	3914.1
	3021.0
	1893.1
	1260.7
	936.1

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ent Cost - FAA

U.S. Airlines									
Line Item	U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay			U.S. Airlines Revenues		
	Ann.	Cum.		Ann.	Cum.		Ann.	Cum.	
1	0.	0.	0.	0.	0.	0.	0.	0.	0.
2	0.	0.	0.	0.	0.	0.	0.	0.	0.
3	0.	0.	0.	0.	0.	0.	0.	0.	0.
4	0.	0.	0.	0.	0.	0.	0.	0.	0.
5	17.8	0.	17.8	19.7	19.7	0.	-19.8	-19.8	-19.8
6	96.5	0.	114.3	76.7	96.5	0.	-76.7	-76.7	-76.7
7	34.3	0.	148.6	237.8	334.3	0.	-237.8	-237.8	-237.8
8	163.8	120.9	312.5	950.3	1244.0	417.1	417.1	417.1	417.1
9	54.4	446.1	596.9	1830.7	3115.5	1377.6	1794.7	1794.7	1794.7
10	176.3	622.0	800.1	3147.9	6263.4	2779.9	4574.6	4574.6	4574.6
11	59.3	1551.2	3080.1	3812.1	10075.5	4263.6	8843.2	8843.2	8843.2
12	323.3	2158.4	5238.5	4486.6	14561.9	5493.9	14237.1	14237.1	14237.1
13	307.8	2909.8	8148.2	5194.1	19756.0	6911.2	21248.3	21248.3	21248.3
14	38.8	3420.5	11568.8	5501.6	25257.6	8079.9	29328.3	29328.3	29328.3
15	86.9	3511.2	12250.0	4858.3	30115.9	8686.3	38014.5	38014.5	38014.5
16	357.7	3868.9	13220.6	4473.4	34579.3	9372.5	47387.1	47387.1	47387.1
17	51.5	4332.2	23552.2	4825.0	39404.3	10237.6	57624.7	57624.7	57624.7
18	346.3	4678.5	27913.7	4853.7	44258.0	10306.3	67931.0	67931.0	67931.0
19	337.1	4990.7	32274.0	4853.7	49111.6	10306.3	78237.2	78237.2	78237.2
20	320.9	4360.9	36635.4	4853.7	53965.3	10306.3	88543.5	88543.5	88543.5
21	82.4	4360.9	40396.3	4853.7	58819.0	10306.3	98849.8	98849.8	98849.8
22	31.4	4390.0	45357.2	4853.7	63672.6	10306.3	109156.0	109156.0	109156.0
23	80.3	4260.0	49617.5	4745.5	68418.1	10044.2	119200.2	119200.2	119200.2
24	250.2	3879.4	53597.2	4438.6	72856.7	9368.0	128558.3	128558.3	128558.3
25	66.4	3578.4	57105.6	3914.3	76771.0	8248.8	136817.1	136817.1	136817.1
26	94.2	2932.0	60037.6	3262.8	80033.9	6848.2	143665.2	143665.2	143665.2
27	24.4	2200.6	62326.2	2542.7	82576.5	5388.0	149053.2	149053.2	149053.2
28	421.5	1451.1	63779.3	1624.3	84200.8	3395.0	152448.3	152448.3	152448.3
29	515.7	940.3	64719.6	1034.7	85235.5	2226.3	154674.6	154674.6	154674.6
30	547.2	570.7	65399.3	710.9	85946.5	1620.0	156294.6	156294.6	156294.6

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	-63.5
-221.3	-284.8	-284.8
-304.2	-589.0	-589.0
-265.1	-854.0	-854.0
-466.6	-1320.6	-1320.6
-634.5	-1955.1	-1955.1
-626.2	-2581.3	-2581.3
-263.4	-2844.6	-2844.6
411.6	-2433.0	-2433.0
1518.5	-814.5	-814.5
2646.9	1832.4	1832.4
3385.6	5218.0	5218.0
4097.8	9315.8	9315.8
4908.3	14224.2	14224.2
5107.4	19332.0	19332.0
5241.7	24573.7	24573.7
5745.5	30319.2	30319.2
5785.5	36104.8	36104.8
5785.5	41890.3	41890.3
5785.5	47675.9	47675.9
5785.5	53461.4	53461.4
5785.5	59246.9	59246.9
5626.0	64872.9	64872.9
5240.7	70113.6	70113.6
4610.7	74724.3	74724.3
3914.1	78538.5	78538.5
3021.0	81559.5	81559.5
1593.1	83452.6	83452.6
1260.7	84713.3	84713.3
936.1	85649.3	85649.3

Table S1.26. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates. for Quantity 600 of B  
(Fares of 1.1 Times Current Fares), in Millions of Dollars

b. Production and Development Cost - FAA  
Operating Cost - ORI

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	19.8	19.8	0.	0.	19.8	19.8	0.	0.	-19.8	-19.8
1970	76.7	96.5	0.	0.	76.7	96.5	0.	0.	-76.7	-96.5
1971	237.8	334.3	0.	0.	237.8	334.3	0.	0.	-237.8	-334.3
1972	829.4	1163.8	193.3	193.3	1022.7	1357.0	417.1	417.1	-605.6	-939.9
1973	1384.6	2548.4	715.3	908.5	2099.8	3456.9	1377.6	1794.7	-722.3	-1662.2
1974	2186.0	4734.3	1536.9	2445.4	3722.9	7179.8	2779.9	4574.6	-943.0	-2605.2
1975	2260.9	6995.3	2447.6	4893.1	4708.6	11888.3	4268.6	8843.2	-439.9	-3045.1
1976	2328.2	9323.5	3321.9	8215.0	5650.1	17538.4	5493.9	14337.1	-156.2	-3201.3
1977	2284.3	11607.8	4335.6	12550.6	6619.9	24158.4	6911.2	21248.3	291.3	-2910.0
1978	2081.0	13688.8	5074.3	17624.9	7155.3	31313.7	8079.9	29328.3	924.6	-1985.4
1979	1177.1	14865.9	5460.7	23085.6	6637.8	37951.5	8686.3	38014.5	2048.5	63.1
1980	492.8	15358.7	5890.0	28975.6	6382.8	44334.2	9372.5	47387.1	2989.8	3052.8
1981	492.8	15851.5	6426.0	35401.6	6918.8	51253.0	10237.6	57624.7	3318.8	6371.7
1982	492.8	16344.3	6469.2	41870.8	6962.0	58215.1	10306.3	67931.0	3344.2	9715.9
1983	492.8	16837.1	6469.2	48340.1	6962.0	65177.1	10306.3	78237.2	3344.2	13060.1
1984	492.8	17329.9	6469.2	54809.3	6962.0	72139.2	10306.3	88543.5	3344.2	16404.3
1985	492.8	17822.6	6469.2	61278.6	6962.0	79101.2	10306.3	98849.8	3344.2	19748.6
1986	492.8	18315.4	6469.2	67747.8	6962.0	86063.2	10306.3	109156.0	3344.2	23092.8
1987	484.9	18800.3	6319.5	74067.3	6804.4	92867.7	10044.2	119200.2	3239.8	26332.5
1988	459.2	19259.5	5891.6	79958.9	6350.8	99218.5	9368.0	128568.3	3017.3	29349.8
1989	405.9	19665.4	5167.1	85126.1	5573.0	104791.5	8248.8	136817.1	2675.8	32025.6
1990	330.8	19996.3	4284.1	89410.2	4615.0	109406.5	6848.2	143665.2	2233.2	34258.8
1991	252.1	20248.4	3333.5	92743.7	3585.6	112992.1	5388.0	149053.2	1802.4	36061.2
1992	173.1	20421.5	2133.7	94877.4	2306.8	115298.9	3395.0	152448.3	1088.2	37149.4
1993	94.4	20515.9	1394.9	96272.3	1489.3	116788.2	2226.3	154674.6	737.0	37886.4
1994	31.3	20547.2	1008.5	97280.9	1039.8	117828.0	1620.0	156294.6	580.2	38466.5

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15.9	
60.1	
04.3	
48.6	
92.8	
32.5	
49.8	
25.6	
258.8	
061.2	
149.4	
886.4	
466.5	

U.S. Interes' in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	
-221.3	-284.8	
-304.2	-589.0	
-265.1	-854.0	
-466.6	-1320.6	
-634.5	-1955.1	
-626.2	-2581.3	
-335.8	-2917.0	
142.4	-2774.6	
1043.6	-1731.0	
1750.4	19.4	
2222.1	2241.5	
2672.0	4913.5	
3254.6	8168.1	
3328.3	11496.5	
3322.2	14818.7	
3651.8	18470.5	
3677.2	22147.6	
3677.2	25824.8	
3677.2	29502.0	
3677.2	33179.2	
3677.2	36856.3	
3567.1	40423.4	
3328.5	43751.9	
2952.0	46703.9	
2462.0	49165.9	
1978.1	51144.0	
1210.5	52354.5	
806.1	53160.6	
607.2	53767.8	

c. Production and Development Cost - PRC  
Operating Cost - ORI

U. S. Airlines									
Year	U. S. Airlines Acquisition Cost		U. S. Airlines Total Operating Cost		U. S. Airlines Total Outlay		U. S. Airlines Revenues		Cum.
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	25.9	25.9	0.	0.	25.9	25.9	0.	0.	0.
1970	103.6	129.5	0.	0.	103.6	129.5	0.	0.	0.
1971	330.9	460.4	0.	0.	330.9	460.4	0.	0.	0.
1972	1179.8	1640.2	193.3	193.3	1373.1	1833.4	417.1	417.1	417.1
1973	1988.0	3628.2	715.3	908.5	2703.3	4536.7	1377.6	1794.7	1794.7
1974	3147.8	6776.0	1536.9	2445.4	4684.7	9221.4	2779.9	4574.6	4574.6
1975	3247.9	10023.9	2447.6	4893.1	5695.5	14916.9	4268.6	8843.2	8843.2
1976	3338.7	13362.6	3321.9	8215.0	6660.6	21577.6	5493.9	14337.1	14337.1
1977	3277.6	16640.2	4335.6	12550.6	7613.2	29190.8	6911.2	21248.3	21248.3
1978	2981.4	19621.6	5074.3	17624.9	8055.7	37246.5	8079.9	29328.3	29328.3
1979	1664.9	21286.5	5460.7	23085.6	7125.6	44372.0	8686.3	38014.5	38014.5
1980	662.2	21948.6	5890.0	28975.6	6552.2	50924.2	9372.5	47387.1	47387.1
1981	662.2	22610.8	6426.0	35401.6	7088.2	58012.4	10237.6	57624.7	57624.7
1982	662.2	23273.0	6469.2	41870.8	7131.4	65143.8	10356.3	67931.0	67931.0
1983	662.2	23935.1	6469.2	48340.1	7131.4	72275.2	10306.3	78237.2	78237.2
1984	662.2	24597.3	6469.2	54809.3	7131.4	79406.6	10306.3	88543.5	88543.5
1985	662.2	25259.5	6469.2	61278.6	7131.4	86538.0	10306.3	98849.8	98849.8
1986	662.2	25921.6	6469.2	67747.8	7131.4	93669.4	10306.3	10956.0	10956.0
1987	651.8	26573.5	6319.5	74067.3	6971.4	100640.8	10044.2	119200.2	119200.2
1988	617.9	27191.4	5891.6	79958.9	6509.5	107150.3	9368.0	128568.3	128568.3
1989	547.1	27738.5	5167.1	85126.1	5714.3	112864.6	8248.8	136917.1	136917.1
1990	446.8	28185.3	4284.1	89410.2	4731.0	117595.5	6848.2	143665.2	143665.2
1991	341.0	28526.4	3333.5	92743.7	3674.5	121270.1	5388.0	149053.2	149053.2
1992	235.0	28761.3	2133.7	94877.4	2368.6	123638.7	3395.0	152448.3	152448.3
1993	129.1	28890.5	1394.9	96272.3	1524.1	125162.8	2226.3	154674.6	154674.6
1994	43.7	28934.2	1008.5	97280.9	1052.3	126215.1	1620.0	156294.6	156294.6

Cost - PRC

U.S. Airlines										
U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay			U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		
	Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Cum.
1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5.	0.	0.	0.	25.9	25.9	0.	0.	0.	-25.9	-25.9
6.	0.	0.	0.	103.6	129.5	0.	0.	0.	-103.6	-129.5
7.	0.	0.	0.	330.9	460.4	0.	0.	0.	-330.9	-460.4
8.	193.3	193.3	1373.1	1833.4	417.1	417.1	0.	0.	-955.9	-1416.3
9.	715.3	908.5	2703.3	4536.7	1377.6	1794.7	-1325.7	-1325.7	-1904.8	-2742.0
10.	1536.9	2445.4	4684.7	9221.4	2779.9	4574.6	-1426.9	-1426.9	-1166.7	-4646.8
11.	2447.6	4893.1	5695.5	14916.9	4268.6	8843.2	-702.0	-702.0	24.3	-6073.8
12.	3321.9	8215.0	6660.6	21577.6	5493.9	14337.1	1560.7	1560.7	2820.4	-7240.5
13.	4335.6	12550.6	7613.2	29190.8	6911.2	21248.3	8686.3	8686.3	3149.4	-7942.5
14.	5074.3	17624.9	8055.7	37246.5	8079.9	29328.3	9372.5	9372.5	3174.8	-7918.2
15.	5460.7	23085.6	7125.6	44372.0	8686.3	38014.5	9372.5	9372.5	3174.8	-6357.5
16.	5890.0	28975.6	6552.2	50924.2	10237.6	47387.1	2820.4	2820.4	3174.8	-3537.1
17.	6426.0	35401.6	7088.2	58012.4	10237.6	57624.7	3149.4	3149.4	3174.8	-387.7
18.	6469.2	41870.8	7131.4	65143.8	10306.3	67531.0	3174.8	3174.8	3174.8	2787.2
19.	6469.2	48340.1	7131.4	72275.2	10306.3	78237.2	3174.8	3174.8	3174.8	5962.0
20.	6469.2	54809.3	7131.4	79406.6	10306.3	88543.5	3174.8	3174.8	3174.8	9136.9
21.	6469.2	61278.6	7131.4	86538.0	10306.3	98849.8	3174.8	3174.8	3174.8	12311.7
22.	6469.2	67747.8	7131.4	93669.4	10306.3	109156.0	3174.8	3174.8	3174.8	15486.6
23.	6319.5	74067.3	6971.4	100640.8	10044.2	119200.2	3012.8	3012.8	3012.8	18559.4
24.	5891.6	79958.9	6509.5	107150.3	9368.0	128568.3	2858.6	2858.6	2858.6	21418.0
25.	5167.1	85126.1	5714.3	112864.6	8248.8	136817.1	2534.5	2534.5	2534.5	23952.5
26.	4284.1	89410.2	4731.0	117595.5	5848.2	143665.2	2117.2	2117.2	2117.2	26069.7
27.	3333.5	92743.7	3674.5	121270.1	5388.0	149053.2	1713.5	1713.5	1713.5	27783.1
28.	2133.7	94877.4	2368.6	123638.7	3395.0	152448.3	1026.4	1026.4	1026.4	28804.6
29.	1394.9	96272.3	1524.1	125162.8	2226.3	154674.6	702.2	702.2	702.2	29511.8
30.	1008.5	97280.9	1052.3	126215.1	1620.0	156294.6	567.7	567.7	567.7	30079.5

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-87.6	-87.6	-87.6
-294.4	-382.0	-382.0
-398.8	-780.8	-780.8
-385.9	-1166.7	-1166.7
-692.9	-1859.5	-1859.5
-937.9	-2797.4	-2797.4
-931.3	-3728.7	-3728.7
-593.0	-4321.7	-4321.7
-84.6	-4406.3	-4406.3
955.9	-3450.3	-3450.3
1740.4	-1709.9	-1709.9
2288.1	578.2	578.2
2785.2	3363.4	3363.4
3417.9	5781.3	5781.3
3421.5	10202.8	10202.8
3308.3	13511.0	13511.0
3638.0	17149.1	17149.1
3663.5	20812.5	20812.5
3663.5	24476.0	24476.0
3663.5	28139.4	28139.4
3663.5	31802.9	31802.9
3663.5	35466.4	35466.4
3553.0	39019.4	39019.4
3315.2	42334.5	42334.5
2939.5	45274.0	45274.0
2452.7	47726.7	47726.7
1971.1	49697.9	49697.9
1205.7	50903.5	50903.5
803.4	51706.9	51706.9
607.4	52314.3	52314.3

a. Production and Development Cost - FAA  
Operating Cost - FAA

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	19.8	19.8	0.	0.	19.8	19.8	0.	0.	-19.8	-19.8
1970	76.7	96.5	0.	0.	76.7	96.5	0.	0.	-76.7	-96.5
1971	237.8	334.3	0.	0.	237.8	334.3	0.	0.	-237.8	-334.3
1972	829.4	1163.8	120.9	120.9	950.3	1284.6	380.6	380.6	-569.7	-904.0
1973	1384.6	2548.4	446.1	566.9	1830.7	3115.3	1257.5	1638.1	-573.2	-1477.2
1974	2186.0	4734.3	962.0	1528.9	3147.9	6263.2	2537.9	4176.0	-610.0	-2087.2
1975	2260.9	6995.3	1551.2	3080.1	3812.1	10075.3	3898.1	8074.1	86.0	-2001.2
1976	2328.2	9323.5	2158.4	5238.5	4486.6	14561.9	5020.4	13094.6	533.8	-1467.4
1977	2284.3	11607.8	2909.8	8148.2	5194.1	19756.0	6320.0	19414.6	1125.9	-341.4
1978	2081.0	13688.8	3420.5	11568.8	5501.6	25257.6	7389.2	26803.8	1887.7	1546.2
1979	1177.1	14865.9	3681.2	15250.0	4858.3	30115.9	7943.7	34747.6	3085.5	4631.7
1980	492.8	15358.7	3970.6	19220.6	4463.4	34579.3	8571.3	43318.9	4108.0	8739.6
1981	492.8	15851.5	4332.2	23552.3	4825.0	39404.3	9362.4	52681.3	4537.4	13277.0
1982	492.8	16344.3	4360.9	27913.7	4853.7	44258.0	9425.2	62106.6	4571.6	17848.6
1983	492.8	16837.1	4360.9	32274.6	4853.7	49111.6	9425.2	71531.8	4571.6	22420.2
1984	492.8	17329.9	4360.9	36635.4	4853.7	53965.3	9425.2	80957.0	4571.6	26991.7
1985	492.8	17822.6	4360.9	40996.3	4853.7	58819.0	9425.2	90382.2	4571.6	31563.3
1986	492.8	18315.4	4360.9	45357.2	4853.7	63672.6	9425.2	99807.5	4571.6	36134.8
1987	484.9	18800.3	4260.6	49617.8	4745.5	68418.1	9185.6	108993.0	4440.1	40574.9
1988	459.2	19259.5	3979.4	53597.2	4438.6	72856.7	8567.1	117560.2	4128.5	44703.4
1989	405.9	19665.4	3508.4	57105.6	3914.3	76771.0	7544.1	125104.2	3629.8	48333.2
1990	330.8	19996.3	2932.0	60037.6	3262.8	80033.9	6264.0	131368.2	3001.1	51334.3
1991	252.1	20248.4	2290.6	62328.2	2542.7	82576.5	4928.1	136296.3	2385.4	53719.8
1992	173.1	20421.5	1451.1	63779.3	1624.3	84200.8	3105.2	139401.5	1480.9	55200.7
1993	94.4	20515.9	940.3	64719.6	1034.7	85235.5	2036.0	141437.5	1001.3	56202.0
1994	31.3	20547.2	679.7	65399.3	710.9	85946.5	1481.5	142919.0	770.6	56972.5

and Development Cost - FAA  
Cost - FAA

U.S. Airlines									
U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19.8	19.8	0.	0.	19.8	19.8	0.	0.	-19.8	-19.8
76.7	96.5	0.	0.	76.7	96.5	0.	0.	-76.7	-96.5
237.8	334.3	0.	0.	237.8	334.3	0.	0.	-237.8	-334.3
229.4	1163.8	120.9	120.9	950.3	1284.6	380.6	380.6	-569.7	-904.0
384.6	2548.4	446.1	566.9	1830.7	3115.3	1257.5	1638.1	-573.2	-1477.2
186.0	4734.3	962.0	1528.9	3147.9	6263.2	2537.9	4176.0	-610.0	-2087.2
260.9	6995.3	1551.2	3080.1	3812.1	10075.3	3898.1	8074.1	86.0	-2001.2
228.2	9323.5	2158.4	5238.5	4486.6	14561.9	5020.4	13094.6	533.8	-1467.4
284.3	11607.8	2909.8	8148.2	5194.1	19756.0	6320.0	19414.6	1125.9	-341.4
381.0	13688.8	3420.5	11568.8	5501.6	25257.6	7389.2	26803.8	1887.7	1546.2
777.1	14865.9	3681.2	15250.0	4858.3	30115.9	7943.7	34747.6	3085.5	4631.7
92.8	15358.7	3970.6	19220.6	4455.4	34579.3	8571.3	43318.9	4108.0	8739.6
92.8	15851.5	4332.2	23552.8	4825.0	39404.3	9362.4	52681.3	4537.4	13277.0
92.8	16344.3	4360.9	27913.7	4853.7	44258.0	9425.2	62106.6	4571.6	17848.6
92.8	16837.1	4360.9	32274.6	4853.7	49111.6	9425.2	71531.8	4571.6	22420.2
92.8	17329.9	4360.9	36635.4	4853.7	53965.3	9425.2	80957.0	4571.6	26991.7
92.8	17822.6	4360.9	40996.3	4853.7	58819.0	9425.2	90382.2	4571.6	31563.3
92.8	18315.4	4360.9	45357.2	4853.7	63672.6	9425.2	99807.5	4571.6	36134.8
84.9	18800.3	4260.6	49617.8	4745.5	68418.1	9185.6	108593.0	4440.1	40574.9
59.2	19259.5	3979.4	53597.2	4438.6	72856.7	8567.1	117560.2	4128.5	44703.4
05.9	19665.4	3508.4	57105.6	3914.3	76771.0	7544.1	125104.2	3629.8	48332.2
30.8	19996.3	2932.0	60037.6	3262.8	80033.9	6264.0	131368.2	3001.1	51334.3
52.1	20249.4	2290.6	62328.2	2542.7	82576.5	4928.1	136296.3	2385.4	53719.8
73.1	20421.5	1451.1	63779.3	1624.3	84200.8	3105.2	139401.5	1480.9	55200.7
94.4	20515.9	940.3	64719.6	1034.7	85235.5	2036.0	141437.5	1001.3	56202.0
31.3	20547.2	679.7	65399.3	710.9	85946.5	1481.5	142919.0	770.6	56972.5

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-63.5	-63.5	-63.5
-221.3	-284.8	-284.8
-304.2	-589.0	-589.0
-265.1	-854.0	-854.0
-466.6	-1320.6	-1320.6
-634.5	-1955.1	-1955.1
-626.2	-2581.3	-2581.3
-299.9	-2881.1	-2881.1
291.6	-2589.6	-2589.6
1376.6	-1213.0	-1213.0
2276.3	1063.3	1063.3
2912.1	3975.5	3975.5
3506.7	7482.1	7482.1
4217.6	11699.8	11699.8
4365.3	16065.1	16065.1
4440.5	20505.5	20505.5
4870.3	25375.8	25375.8
4904.5	30280.4	30280.4
4904.5	35184.9	35184.9
4904.5	40089.4	40089.4
4904.5	44993.9	44993.9
4904.5	49898.4	49898.4
4767.4	54665.8	54665.8
4439.8	59105.5	59105.5
3906.0	63011.5	63011.5
3229.9	66241.4	66241.4
2561.1	68802.6	68802.6
1603.2	70405.8	70405.8
1070.3	71476.2	71476.2
797.6	72273.8	72273.8

Table S1.27. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 6000  
(Fares of 1.0 Times Current Fares), in Millions of Dollars

b. Production and Development Cost - FAA  
Operating Cost - ORI

Year	U.S. Airlines									
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	19.8	19.8	0.	0.	19.8	19.8	0.	0.	-19.8	-19.8
1970	76.7	96.5	0.	0.	76.7	96.5	0.	0.	-76.7	-96.5
1971	237.8	334.3	0.	0.	237.8	334.3	0.	0.	-237.8	-334.3
1972	829.4	1163.8	193.3	193.3	1022.7	1357.0	380.6	380.6	-642.1	-976.4
1973	1384.6	2548.4	715.3	908.5	2099.8	3456.9	1257.5	1638.1	-842.3	-1818.7
1974	2180.0	4734.3	1536.9	2445.4	3722.9	7179.8	2537.9	4176.0	-1185.0	-3003.7
1975	2260.9	6995.3	2447.6	4893.1	4708.6	11888.3	3898.1	8074.1	-810.5	-3814.2
1976	2320.2	9323.5	3321.9	8215.0	5650.1	17538.4	5020.4	13094.6	-629.7	-4443.9
1977	2284.3	11607.8	4335.6	12550.6	6619.9	24158.4	6320.0	19414.6	-299.9	-4743.7
1978	2081.0	13688.8	5074.3	17624.9	7155.3	31313.7	7389.2	26803.8	233.9	-4509.9
1979	1177.1	14865.9	5460.7	23085.6	6637.8	37951.5	7943.7	34747.6	1306.0	-3203.9
1980	492.8	15358.7	5890.0	28975.6	6382.8	44334.2	8571.3	43318.9	2188.6	-1015.3
1981	492.8	15851.5	6426.0	35401.6	6918.8	51253.0	9362.4	52681.3	2443.6	1428.3
1982	492.8	16344.3	6459.2	41870.8	6962.0	58215.1	9425.2	62106.6	2463.2	3891.5
1983	492.8	16837.1	6469.2	48340.1	6962.0	65177.1	9425.2	71531.8	2463.2	6354.7
1984	492.8	17329.9	6469.2	54809.3	6962.0	72139.2	9425.2	80957.0	2463.2	8817.9
1985	492.8	17822.6	6469.2	61278.6	6962.0	79101.2	9425.2	90382.2	2463.2	11281.0
1986	492.8	18315.4	6469.2	67747.8	6962.0	86063.2	9425.2	99807.5	2463.2	13744.2
1987	484.9	18800.3	6317.5	74067.3	6804.4	92867.7	9185.6	108993.0	2381.1	16125.4
1988	459.2	19259.5	5891.6	79958.9	6350.8	99218.5	8567.1	117560.2	2216.3	18341.7
1989	405.9	19665.4	5167.1	85126.1	5573.0	104791.5	7544.1	125104.2	1971.0	20312.7
1990	330.6	19996.3	4284.1	89410.2	4615.0	109406.5	6264.0	131368.2	1649.0	21961.7
1991	252.1	20248.4	3333.5	92743.7	3585.6	112932.1	4928.1	136296.3	1342.5	23304.2
1992	173.1	20421.5	2133.7	94877.4	2306.8	115298.9	3105.2	139401.5	798.4	24102.6
1993	94.4	20515.9	1394.9	96272.3	1489.3	116788.2	2036.0	141437.5	546.7	24649.3
1994	31.3	20547.2	1308.5	97280.9	1039.6	117828.0	1481.5	142919.0	441.7	25091.0



c. Production and Development Cost - PRC  
Operating Cost - ORI

U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
-63.5	-63.5
-221.3	-284.8
-304.2	-589.0
-265.1	-854.0
-466.6	-1320.6
-634.5	-1955.1
-626.2	-2581.3
-372.3	-2953.6
22.4	-2931.2
801.6	-2129.5
1379.9	-740.7
1748.7	999.0
2080.8	3079.8
2563.9	5643.7
2585.8	8229.5
2521.0	10750.5
2776.6	13527.1
2796.1	16323.2
2796.1	19119.4
2796.1	21915.5
2796.1	24711.6
2796.1	27507.8
2708.4	30216.2
2527.6	32743.8
2247.2	34991.0
77.8	36868.8
77.2	38387.1
920.7	39307.7
615.7	39923.5
468.7	40392.2

U.S. Airlines										
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1966	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1967	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1968	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1969	25.9	25.9	0.	0.	25.9	25.9	0.	0.	0.	-25.9
1970	103.6	129.5	0.	0.	103.6	129.5	0.	0.	0.	-103.6
1971	330.9	460.4	0.	0.	330.9	460.4	0.	0.	0.	-330.9
1972	1179.8	1640.2	193.3	193.3	1373.1	1833.4	380.6	380.6	0.	-992.4
1973	1988.0	3628.2	715.3	908.5	2703.3	4536.7	1257.5	1638.1	0.	-1445.8
1974	3147.8	6776.0	1536.9	2445.4	4694.7	9221.4	2537.9	4176.0	0.	-2146.8
1975	3247.3	10023.3	2447.6	4893.1	5695.5	14916.9	3898.1	8074.1	0.	-1797.5
1976	3338.7	13362.6	3321.9	8215.0	6660.6	21577.6	5020.4	13074.6	0.	-1640.2
1977	3277.6	16640.2	4335.6	12550.6	7613.2	29140.8	6320.0	19414.6	0.	-1293.1
1978	2981.4	19521.6	5074.3	17624.9	8055.7	37246.5	7389.2	26803.8	0.	-666.5
1979	1664.9	21286.5	5460.7	23085.6	7125.6	44372.0	7943.7	34747.6	0.	818.2
1980	662.2	21948.6	5890.0	28975.6	6552.2	50924.2	8571.3	43318.9	0.	2019.2
1981	662.2	22610.8	6426.0	35401.6	7088.2	58012.4	9362.4	52681.3	0.	2274.2
1982	662.2	23273.0	6469.2	41870.8	7131.4	65143.8	9425.2	62106.6	0.	2293.8
1983	662.2	23935.1	6469.2	48340.1	7131.4	72275.2	9425.2	71531.8	0.	2293.8
1984	662.2	24597.3	6469.2	54809.3	7131.4	79406.6	9425.2	80957.0	0.	2293.8
1985	662.2	25259.5	6469.2	61278.6	7131.4	86538.0	9425.2	90382.2	0.	2293.8
1986	662.2	25921.6	6469.2	67747.8	7131.4	93669.4	9425.2	99807.5	0.	2293.8
1987	651.8	26573.5	6319.5	74067.3	6971.4	100640.8	9185.6	108993.0	0.	2214.2
1988	617.9	27191.4	5891.6	79958.9	6509.5	107150.3	8567.1	117560.2	0.	2057.6
1989	547.1	27738.5	5167.1	85126.1	5714.3	112864.6	7544.1	125104.2	0.	1829.8
1990	440.8	28185.3	4284.1	89410.2	4731.0	117595.5	6264.0	131368.2	0.	1533.0
1991	341.0	28526.4	3333.5	92743.7	3674.5	121270.1	4928.1	136296.3	0.	1253.6
1992	235.0	28761.3	2133.7	94877.4	2368.6	123638.7	3105.2	139401.5	0.	736.6
1993	129.1	28890.5	1394.9	96272.3	1524.1	125162.8	2036.0	141437.5	0.	511.9
1994	43.7	28934.2	1008.5	97280.7	1052.3	126215.1	1481.5	142919.0	0.	429.2



U.S. Airlines							
U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	25.9	25.9	0.	0.	-25.9	-25.9
0.	0.	103.6	129.5	0.	0.	-103.6	-129.5
0.	0.	330.9	460.4	0.	0.	-330.9	-460.4
193.3	193.3	1373.1	1833.4	387.6	380.6	-992.4	-1452.8
715.3	908.6	2703.3	4536.7	1257.5	1638.1	-1445.8	-2898.6
1536.9	2445.4	4654.7	9221.4	2537.9	4176.0	-2146.8	-5045.3
2447.6	4893.1	5695.5	14916.9	3893.1	8074.1	-1797.5	-6842.8
3321.9	8215.7	6600.6	21577.5	5020.4	13074.6	-1640.2	-8483.0
4335.6	12550.6	7613.2	29190.5	6320.0	19414.6	-1293.1	-9776.2
5074.3	17624.9	8055.7	37246.5	7389.2	26803.8	-666.5	-10442.6
5460.7	23035.6	7125.6	44372.0	7943.7	34747.6	818.2	-9524.5
5890.0	28975.6	6552.2	50924.2	8571.3	43318.9	2019.2	-7605.3
6426.0	35401.6	7085.2	58012.4	9362.4	52681.3	2274.2	-5331.0
6469.2	41870.8	7131.4	65143.8	9425.2	62106.6	2293.8	-3037.2
6469.2	48340.1	7131.4	72275.2	9425.2	71531.8	2293.8	-743.4
6469.2	54809.3	7131.4	79406.6	9425.2	80957.0	2293.8	1550.4
6459.2	61278.5	7131.4	86538.0	9425.2	90382.2	2293.8	3844.2
6459.2	67747.7	7131.4	93669.4	9425.2	99807.5	2293.8	6133.0
6313.5	74067.3	6971.4	100640.8	9185.6	108993.0	2214.2	8352.2
5891.6	79958.9	6509.5	107150.3	8567.1	117560.2	2057.6	10403.9
5167.1	85126.1	5714.3	112864.6	7544.1	125104.2	1829.8	12233.6
4284.1	89410.2	4731.0	117595.5	6264.0	131368.2	1533.0	13772.6
3333.5	92743.7	3674.5	121270.1	4928.1	136296.3	1253.6	15026.2
2133.7	94877.4	2368.6	123638.7	3105.2	139401.5	736.6	15762.8
1394.9	96272.3	1524.1	125162.8	2036.0	141437.5	511.9	16274.7
1008.5	97240.9	1052.3	126215.1	1481.5	142919.0	429.2	16703.9

U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
-87.6	-87.6
-294.4	-382.0
-398.8	-780.8
-385.9	-1166.7
-692.9	-1859.5
-937.9	-2797.4
-931.3	-3728.7
-629.5	-4358.2
-204.6	-4562.8
714.0	-3848.8
1369.9	-2478.9
1814.7	-664.3
2194.0	1529.7
2727.2	4256.9
2678.9	6935.8
2507.1	9442.9
2762.9	12205.7
2782.4	14988.1
2782.4	17770.6
2782.4	20553.0
2782.4	23335.4
2782.4	26117.8
2694.4	28812.2
2514.2	31326.4
2234.7	33561.1
1868.6	35429.7
1511.2	36940.9
915.8	37856.7
613.1	38469.8
468.9	38938.8

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
-87.0	-87.6	
-294.4	-382.0	
-398.8	-780.8	
-385.9	-1166.7	
-692.9	-1859.5	
-937.9	-2797.4	
-931.3	-3728.7	
-629.5	-4358.2	
-204.6	-4562.8	
714.0	-3848.8	
1369.9	-2478.9	
1814.7	-664.3	
2194.0	1529.7	
2727.2	4256.9	
2678.9	6935.8	
2507.1	9442.9	
2762.9	12205.7	
2782.4	14988.1	
2782.4	17770.6	
2782.4	20553.0	
2782.4	23335.4	
2782.4	26117.8	
2694.4	28812.2	
2514.2	31326.4	
2234.7	33561.1	
1868.6	35429.7	
1511.2	36940.9	
915.8	37856.7	
613.1	38469.8	
468.9	38938.8	

Table S1.28. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 600 of Boeings  
(Fares of 1.0 Times Current Fares), in Millions of Dollars

a. Production and Development Cost - MFR  
Operating Cost - FAA

Year	U.S. Airlines						U.S. Airlines						U.S. Airlines					
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows									
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	13.2	13.2	0.	0.	13.2	13.2	0.	0.	-13.2	-13.2			-13.2	-13.2				
1966	46.6	59.8	0.	0.	46.6	59.8	0.	0.	-46.6	-59.8			-46.6	-59.8				
1967	177.9	237.7	42.7	42.7	220.6	280.3	106.2	106.2	114.4	-174.2			114.4	-174.2				
1968	289.0	526.7	167.4	210.0	456.4	736.7	384.2	490.3	-72.2	-246.4			-72.2	-246.4				
1969	297.8	824.4	319.6	529.7	617.4	1354.1	720.9	1211.2	103.5	-142.9			103.5	-142.9				
1970	506.5	1131.0	450.7	980.3	757.2	2111.3	1015.4	2226.6	258.2	115.3			258.2	115.3				
1971	315.3	1446.3	577.5	1557.9	892.8	3004.2	1304.3	3530.9	411.5	526.7			411.5	526.7				
1972	324.1	1770.4	710.6	2268.5	1034.7	4038.8	1607.5	5138.4	572.8	1099.5			572.8	1099.5				
1973	332.8	2103.2	839.3	3107.8	1172.1	5211.0	1897.0	7035.4	724.9	1824.4			724.9	1824.4				
1974	339.4	2442.6	968.6	4076.4	1308.0	6518.9	2190.2	9225.6	882.2	2706.7			882.2	2706.7				
1975	337.2	2779.8	1119.5	5195.9	1456.7	7975.6	2530.9	11756.5	1074.2	3780.8			1074.2	3780.8				
1976	312.5	3092.3	1261.9	6457.7	1574.4	9550.0	2847.1	14603.6	1272.7	5053.6			1272.7	5053.6				
1977	190.0	3282.3	1364.0	7821.7	1553.9	11104.0	3073.7	17677.3	1519.7	6573.3			1519.7	6573.3				
1978	87.6	3369.9	1395.1	9216.8	1482.7	12586.7	3144.4	20821.6	1661.6	8234.9			1661.6	8234.9				
1979	87.6	3457.6	1395.1	10611.9	1482.7	14069.5	3144.4	23966.0	1661.6	9896.5			1661.6	9896.5				
1980	87.6	3545.2	1395.1	12007.0	1482.7	15552.2	3144.4	27110.3	1661.6	11558.1			1661.6	11558.1				
1981	87.6	3632.9	1395.1	13402.1	1482.7	17035.0	3144.4	30254.7	1661.6	13219.7			1661.6	13219.7				
1982	85.5	3718.3	1352.4	14754.5	1437.9	18472.9	3038.2	33292.9	1600.3	14820.0			1600.3	14820.0				
1983	78.9	3797.2	1227.7	15982.3	1306.6	19779.5	2760.2	36053.1	1453.6	16273.6			1453.6	16273.6				
1984	70.1	3867.3	1075.5	17057.8	1145.6	20925.1	2423.5	38476.6	1277.9	17551.5			1277.9	17551.5				
1985	61.4	3928.7	944.4	18002.2	1005.8	21930.8	2129.0	40605.6	1123.2	18674.7			1123.2	18674.7				
1986	52.6	3981.3	817.6	18819.7	870.1	22801.0	1840.0	42445.6	969.9	19644.6			969.9	19644.6				
1987	43.8	4025.1	684.5	19504.2	728.3	23529.3	1536.9	43982.5	808.6	20453.2			808.6	20453.2				
1988	35.1	4060.1	555.8	20060.1	590.9	24120.2	1247.7	45229.8	656.5	21109.6			656.5	21109.6				
1989	26.3	4086.4	426.5	20486.5	452.8	24573.0	954.2	46184.0	501.4	21611.0			501.4	21611.0				
1990	17.5	4104.0	275.6	20762.2	293.1	24866.1	613.5	46797.5	320.4	21931.4			320.4	21931.4				
1991	8.8	4112.7	133.2	20895.4	142.0	25008.1	297.2	47094.7	155.2	22086.6			155.2	22086.6				
1992	2.2	4114.9	31.1	20926.5	33.3	25041.4	70.7	47165.4	37.4	22123.9			37.4	22123.9				
1993	0.	4114.9	0.	20926.5	0.	25041.4	0.	47165.4	0.	22123.9			0.	22123.9				
1994	0.	4114.9	0.	20926.5	0.	25041.4	0.	47165.4	0.	22123.9			0.	22123.9				

b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
9.0	9.0	
31.8	40.8	
185.1	225.9	
414.3	640.1	
604.7	1244.9	
774.1	2019.0	
942.2	2961.2	
1118.3	4079.5	
1285.1	5364.6	
1453.5	6818.1	
1641.7	8459.9	
1798.8	10258.7	
1839.5	12098.2	
1809.1	13907.3	
1809.1	15716.5	
1809.1	17525.6	
1809.1	19334.8	
1744.1	21078.9	
1586.4	22665.3	
1395.9	24061.2	
1226.5	25287.6	
1058.4	26346.1	
882.3	27228.4	
715.5	27943.9	
545.6	28489.5	
349.9	28839.4	
170.0	29009.3	
41.0	29050.4	
-0.	29050.4	
-0.	29050.4	

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Ca
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	13.2	13.2	0.	0.	13.2	13.2	0.	0.	-13.
1966	46.6	59.8	0.	0.	46.6	59.8	0.	0.	-46.
1967	177.9	237.7	56.7	56.7	234.6	294.3	106.2	106.2	-128.
1968	289.0	526.7	226.1	282.8	515.2	809.5	384.2	490.3	-131.
1969	297.8	824.4	433.1	715.9	730.9	1540.4	720.9	1211.2	-10.
1970	306.5	1131.0	611.9	1327.9	918.5	2458.8	1015.4	2226.6	96.
1971	315.3	1446.3	785.9	2113.8	1101.2	3560.1	1304.3	3530.9	203.
1972	324.1	1770.4	968.2	3082.0	1292.2	4852.3	1607.5	5138.4	315.
1973	332.8	2103.2	1143.3	4225.2	1476.1	6328.4	1897.0	7035.4	420.
1974	339.4	2442.6	1318.9	5544.1	1658.2	7986.6	2190.2	9225.6	532.
1975	337.2	2779.8	1525.3	7069.4	1862.5	9849.1	2530.9	11756.5	668.
1976	312.5	3092.3	1719.4	8788.8	2032.0	11881.1	2847.1	14603.6	815.
1977	190.0	3282.3	1859.7	10648.5	2049.7	13930.8	3073.7	17677.3	1024.
1978	87.6	3369.9	1902.5	12551.0	1990.1	15920.9	3144.4	20821.6	1154.
1979	87.6	3457.6	1902.5	14453.5	1990.1	17911.1	3144.4	23966.0	1154.
1980	87.6	3545.2	1902.5	16356.0	1990.1	19901.2	3144.4	27110.3	1154.
1981	87.6	3632.9	1902.5	18258.5	1990.1	21891.3	3144.4	30254.7	1154.
1982	85.5	3718.3	1845.8	20104.3	1931.3	23822.6	3038.2	33292.9	1106.
1983	78.9	3797.2	1676.3	21780.6	1755.2	25577.8	2760.2	36053.1	1005.
1984	70.1	3867.3	1469.4	23250.0	1539.5	27117.3	2423.5	38476.6	884.
1985	61.4	3928.7	1290.5	24540.5	1351.9	28469.2	2129.0	40605.6	777.
1986	52.6	3981.3	1116.6	25657.1	1169.2	29638.4	1840.0	42445.6	670.
1987	43.8	4025.1	934.3	26591.4	978.1	30616.5	1536.9	43582.5	558.
1988	35.1	4060.1	759.2	27350.6	794.3	31410.8	1247.3	45229.8	453.
1989	26.3	4086.4	583.6	27934.3	609.9	32020.7	954.2	46184.0	344.
1990	17.5	4104.0	377.2	28311.5	394.7	32415.4	613.5	46797.5	218.
1991	8.8	4112.7	193.1	28494.5	191.8	32607.3	297.2	47094.7	105.
1992	2.2	4114.9	42.7	28537.3	44.9	32652.2	70.7	47165.4	25.
1993	0.	4114.9	0.	28537.3	0.	32652.2	0.	47165.4	0.
1994	0.	4114.9	0.	28537.3	0.	32652.2	0.	47165.4	0.

U.S. Airlines				U.S. Airlines			
Revenues		Net Cash Flows		Revenues		Net Cash Flows	
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	-13.2	-13.2	0.	0.	-13.2	-13.2
0.	0.	-46.6	-59.8	0.	0.	-46.6	-59.8
106.2	106.2	-128.4	-188.2	106.2	106.2	-128.4	-188.2
384.2	490.3	-131.0	-319.1	490.3	490.3	-131.0	-319.1
720.9	1211.2	-10.0	-329.2	1211.2	1211.2	-10.0	-329.2
1015.4	2226.6	96.9	-232.3	2226.6	2226.6	96.9	-232.3
1304.3	3530.9	203.1	-29.1	3530.9	3530.9	203.1	-29.1
1607.5	5138.4	315.2	286.1	5138.4	5138.4	315.2	286.1
1897.0	7035.4	420.9	707.0	7035.4	7035.4	420.9	707.0
2190.2	9225.6	532.0	1239.0	9225.6	9225.6	532.0	1239.0
2530.9	11756.5	668.4	1907.3	11756.5	11756.5	668.4	1907.3
2847.1	14603.6	815.2	2722.5	14603.6	14603.6	815.2	2722.5
3073.7	17677.3	1024.0	3746.5	17677.3	17677.3	1024.0	3746.5
3144.4	20821.6	1154.2	4900.7	20821.6	20821.6	1154.2	4900.7
3144.4	23966.0	1154.2	6054.9	23966.0	23966.0	1154.2	6054.9
3144.4	27110.3	1154.2	7209.2	27110.3	27110.3	1154.2	7209.2
3144.4	30254.7	1154.2	8363.4	30254.7	30254.7	1154.2	8363.4
3038.2	33292.9	1106.9	9470.3	33292.9	33292.9	1106.9	9470.3
2760.2	36053.1	1005.0	10475.3	36053.1	36053.1	1005.0	10475.3
2423.5	38476.6	884.0	11359.3	38476.6	38476.6	884.0	11359.3
2129.0	40605.6	777.1	12136.3	40605.6	40605.6	777.1	12136.3
1840.0	42445.6	670.9	12807.2	42445.6	42445.6	670.9	12807.2
1536.9	43982.5	558.8	13366.0	43982.5	43982.5	558.8	13366.0
1247.3	45229.8	453.1	13819.0	45229.8	45229.8	453.1	13819.0
954.2	46194.0	344.2	14163.3	46194.0	46194.0	344.2	14163.3
613.5	46797.5	218.8	14382.1	46797.5	46797.5	218.8	14382.1
297.2	47094.7	105.4	14487.5	47094.7	47094.7	105.4	14487.5
70.7	47165.4	25.7	14513.2	47165.4	47165.4	25.7	14513.2
0.	47165.4	C.	14513.2	0.	47165.4	C.	14513.2
0.	47165.4	C.	14513.2	0.	47165.4	C.	14513.2

U.S. Interest in SST Program			
Net Cash Flows		Net Cash Flows	
Ann.	Cum.	Ann.	Cum.
9.0	9.0	9.0	9.0
31.8	40.8	31.8	40.8
171.1	211.9	171.1	211.9
355.5	567.4	355.5	567.4
491.2	1058.6	491.2	1058.6
612.9	1671.5	612.9	1671.5
733.8	2405.3	733.8	2405.3
860.7	3266.0	860.7	3266.0
981.2	4247.2	981.2	4247.2
1103.2	5350.4	1103.2	5350.4
1235.9	6586.4	1235.9	6586.4
1341.3	7927.6	1341.3	7927.6
1343.7	9271.4	1343.7	9271.4
1301.8	10573.1	1301.8	10573.1
1301.8	11874.9	1301.8	11874.9
1301.8	13176.6	1301.8	13176.6
1301.8	14478.4	1301.8	14478.4
1250.8	15729.2	1250.8	15729.2
1137.7	16866.9	1137.7	16866.9
1002.0	17868.9	1002.0	17868.9
880.4	18749.3	880.4	18749.3
759.4	19508.7	759.4	19508.7
632.5	20141.2	632.5	20141.2
512.1	20653.3	512.1	20653.3
388.5	21041.7	388.5	21041.7
248.3	21290.1	248.3	21290.1
120.1	21410.2	120.1	21410.2
29.4	21439.6	29.4	21439.6
-0.	21439.6	-0.	21439.6
-0.	21439.6	-0.	21439.6

Table S1-29. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 600 of Boeing 747-200 Aircraft (Fares of 0.9 Times Current Fares), in Millions of Dollars

Year	U.S. Airlines						U.S. Airlines						U.S. Airlines						U.S. Airlines					
	U.S. Airlines Acquisition Cost			U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay			U.S. Airlines Revenues			U.S. Airlines Net Cash Flows			U.S. Airlines			U.S. Airlines			U.S. Airlines		
	Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.		Ann.	Cum.	
1965	15.2	15.2		0.	0.		13.2	13.2		0.	0.		-13.2	-13.2		0.	0.		-13.2	-13.2		0.	0.	
1966	40.8	56.0		0.	0.		45.8	59.8		0.	0.		-46.6	-59.8		0.	0.		-46.6	-59.8		0.	0.	
1967	171.9	237.7		42.7	42.7		220.6	280.3		96.6	96.6		-124.0	-183.8		349.8	446.4		-124.0	-183.8		349.8	446.4	
1968	284.0	521.7		167.4	210.1		456.4	736.7		656.6	1103.0		-106.6	-290.3		924.8	2027.8		-106.6	-290.3		924.8	2027.8	
1969	297.8	824.4		319.6	529.7		617.4	1354.1		924.8	2027.8		39.2	-251.1		1188.0	3215.8		39.2	-251.1		1188.0	3215.8	
1970	306.5	1131.0		450.7	980.3		757.2	2111.3		1188.0	3215.8		167.6	-83.5		1464.1	4679.9		167.6	-83.5		1464.1	4679.9	
1971	315.3	1446.3		577.5	1557.9		892.8	3004.2		1464.1	4679.9		295.1	211.6		1727.8	6407.7		295.1	211.6		1727.8	6407.7	
1972	324.1	1770.4		710.5	2268.5		1034.7	4038.8		1727.8	6407.7		429.4	641.0		1994.8	8402.5		429.4	641.0		1994.8	8402.5	
1973	332.8	2103.2		839.3	3107.8		1172.1	5211.0		1994.8	8402.5		555.7	1196.7		2305.1	10707.6		555.7	1196.7		2305.1	10707.6	
1974	339.4	2442.6		968.6	4076.4		1308.0	6518.9		2305.1	10707.6		686.8	1883.6		2593.2	13300.9		686.8	1883.6		2593.2	13300.9	
1975	347.2	2779.8		1119.5	5195.9		1456.7	7975.6		2593.2	13300.9		848.4	2732.0		2799.6	16100.5		848.4	2732.0		2799.6	16100.5	
1976	312.5	3092.3		1261.9	6457.7		1574.4	9550.0		2799.6	16100.5		1018.8	3750.9		2864.0	18964.5		1018.8	3750.9		2864.0	18964.5	
1977	190.1	3282.3		1364.0	7821.7		1553.9	11104.0		2864.0	18964.5		1245.7	4996.6		2864.0	21828.6		1245.7	4996.6		2864.0	21828.6	
1978	87.6	3369.9		1395.1	9216.8		1482.7	12586.7		2864.0	21828.6		1381.3	6377.8		2864.0	24692.6		1381.3	6377.8		2864.0	24692.6	
1979	87.6	3457.6		1395.1	10611.9		1482.7	14069.5		2864.0	24692.6		1381.3	7759.1		2864.0	27556.6		1381.3	7759.1		2864.0	27556.6	
1980	87.6	3545.2		1395.1	12007.0		1482.7	15552.2		2864.0	27556.6		1381.3	9140.4		2864.0	30324.0		1381.3	9140.4		2864.0	30324.0	
1981	87.6	3632.9		1395.1	13402.1		1482.7	17035.0		2864.0	30324.0		1381.3	10521.6		2864.0	32838.2		1381.3	10521.6		2864.0	32838.2	
1982	85.5	3718.3		1352.4	14754.5		1437.9	18472.9		2864.0	32838.2		1381.3	11851.2		2864.0	35045.7		1381.3	11851.2		2864.0	35045.7	
1983	78.9	3797.2		1227.7	15982.3		1306.6	19779.5		2864.0	35045.7		1381.3	13058.8		2864.0	36984.9		1381.3	13058.8		2864.0	36984.9	
1984	70.1	3867.3		1075.5	17057.8		1145.6	20925.1		2864.0	36984.9		1381.3	14120.6		2864.0	38660.9		1381.3	14120.6		2864.0	38660.9	
1985	61.4	3928.7		944.4	18002.2		1005.8	21930.8		2864.0	38660.9		1381.3	15054.0		2864.0	40060.8		1381.3	15054.0		2864.0	40060.8	
1986	52.6	3981.3		817.6	18819.7		870.1	22801.0		2864.0	40060.8		1381.3	16531.5		2864.0	41197.0		1381.3	16531.5		2864.0	41197.0	
1987	43.6	4025.1		684.5	19504.2		728.3	23529.3		2864.0	41197.0		1381.3	17076.8		2864.0	42066.2		1381.3	17076.8		2864.0	42066.2	
1988	35.1	4060.1		555.8	20060.1		590.9	24120.2		2864.0	42066.2		1381.3	17493.2		2864.0	42625.1		1381.3	17493.2		2864.0	42625.1	
1989	26.3	4086.4		426.5	20486.5		452.8	24573.0		2864.0	42625.1		1381.3	17759.0		2864.0	42895.8		1381.3	17759.0		2864.0	42895.8	
1990	17.5	4104.0		275.6	20762.2		293.1	24866.1		2864.0	42895.8		1381.3	17887.7		2864.0	42960.2		1381.3	17887.7		2864.0	42960.2	
1991	6.8	4112.7		133.2	20895.4		142.0	25008.1		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2	
1992	2.2	4114.9		31.1	20926.5		33.3	25041.4		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2	
1993	0.	4114.9		0.	20926.5		0.	25041.4		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2	
1994	0.	4114.9		0.	20926.5		0.	25041.4		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2		1381.3	17918.8		2864.0	42960.2	

b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SST Program	
Net Cash Flows	
Ann.	Cum.
9.0	9.0
31.8	40.8
175.5	216.3
379.9	596.2
540.4	1136.6
683.6	1820.2
825.9	2646.1
974.9	3621.0
1116.0	4736.9
1258.1	5995.0
1416.0	7411.1
1544.9	8956.0
1565.5	10521.5
1528.8	12050.3
1528.8	13579.1
1528.8	15107.8
1528.8	16636.6
1473.4	18110.0
1340.4	19450.4
1179.9	20630.3
1036.7	21667.0
894.4	22561.4
745.4	23306.7
604.3	23911.0
460.6	24371.7
295.3	24666.9
143.5	24810.5
34.7	24845.2
-0.	24845.2
-0.	24845.2

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
1965	13.2	13.2	0.	0.	13.2	13.2	0.	0.	-13.2
1966	46.6	59.8	0.	0.	46.6	59.8	0.	0.	-46.6
1967	177.9	237.7	56.7	56.7	234.6	294.3	96.6	96.6	-138.0
1968	289.0	526.7	226.1	282.8	515.2	809.5	349.8	446.4	-165.3
1969	297.8	824.4	433.1	715.9	730.9	1540.4	656.6	1103.0	-74.3
1970	356.5	1181.0	611.9	1327.9	918.5	2458.8	924.8	2027.8	6.3
1971	515.3	1696.3	785.9	2113.8	1101.2	3560.1	1188.0	3215.8	86.8
1972	324.1	1770.4	968.2	3082.0	1292.2	4852.3	1464.1	4679.9	171.9
1973	332.8	2103.2	1143.3	4225.2	1476.1	6328.4	1727.8	6407.7	251.7
1974	339.4	2442.6	1313.9	5544.1	1658.2	7986.6	1994.8	8402.5	336.6
1975	337.2	2779.8	1525.3	7069.4	1862.5	9849.1	2305.1	10707.6	442.6
1976	312.5	3092.3	1719.4	8788.8	2032.0	11881.1	2593.2	13300.9	561.3
1977	190.0	3282.3	1859.7	10648.5	2049.7	13930.8	2799.6	16100.5	749.9
1978	87.6	3369.9	1902.5	12551.0	1990.1	15920.9	2864.0	18964.5	873.9
1979	87.6	3457.6	1902.5	14453.5	1990.1	17911.1	2864.0	21828.6	873.9
1980	87.6	3545.2	1902.5	16356.0	1990.1	19901.2	2864.0	24692.6	873.9
1981	87.6	3632.9	1902.5	18258.5	1990.1	21891.3	2864.0	27556.6	873.9
1982	85.5	3718.3	1845.8	20104.3	1931.3	23822.6	2767.4	30324.0	836.2
1983	78.9	3797.2	1676.3	21780.6	1755.2	25577.8	2514.2	32838.2	759.0
1984	70.1	3867.3	1469.4	23250.0	1539.5	27117.3	2207.5	35045.7	668.0
1985	61.4	3928.7	1297.5	24540.5	1351.9	28469.2	1939.2	36984.9	587.3
1986	52.6	3981.3	1116.6	25657.1	1169.2	29638.4	1676.0	38660.9	506.9
1987	43.8	4025.1	934.3	26591.4	978.1	30616.5	1399.0	40060.8	421.8
1988	35.1	4060.1	759.2	27350.6	794.3	31410.8	1136.2	41197.0	341.9
1989	26.3	4086.4	583.6	27934.3	609.9	32020.7	869.2	42066.2	259.2
1990	17.5	4104.0	377.2	28311.5	394.7	32415.4	558.9	42625.1	164.2
1991	8.8	4112.7	183.1	28494.5	191.8	32607.3	270.8	42895.8	78.9
1992	2.2	4114.9	42.7	28537.3	44.9	32652.2	64.4	42960.2	19.4
1993	0.	4114.9	0.	28537.3	0.	32652.2	0.	42960.2	0.
1994	0.	4114.9	0.	28537.3	0.	32652.2	0.	42960.2	0.

U.S. Airlines									
U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	13.2	13.2	0.	0.	-13.2	-13.2	9.0	9.0
0.	0.	46.6	59.8	0.	0.	-46.6	-59.8	31.8	40.8
56.7	56.7	234.6	294.3	96.6	96.6	-138.0	-197.8	161.5	202.3
226.1	282.8	515.2	809.5	349.8	446.4	-165.3	-363.1	321.1	523.4
433.1	715.9	730.9	1540.4	656.5	1103.0	-74.3	-437.4	426.9	950.4
611.9	1327.8	918.5	2458.8	924.8	2027.8	6.3	-431.1	522.3	1472.7
785.9	2113.6	1101.2	3560.1	1188.0	3215.8	86.8	-344.3	617.5	2090.2
968.2	3082.0	1292.2	4852.3	1464.1	4679.9	171.9	-172.5	717.3	2807.5
1143.3	4225.2	1476.1	6328.4	1727.8	6407.7	251.7	79.3	812.0	3619.5
1313.9	5544.1	1658.2	7986.6	1994.8	8402.5	336.6	415.9	907.9	4527.4
1525.3	7069.4	1862.5	9849.1	2305.1	10707.6	442.6	858.5	1010.2	5537.6
1713.4	8788.8	2032.0	11881.1	2593.2	13300.9	561.3	1419.8	1087.4	6624.9
1859.7	10648.5	2049.7	13930.8	2799.6	16100.5	749.9	2169.7	1069.7	7694.6
1902.5	12551.0	1990.1	15920.9	2864.0	18964.5	873.9	3043.6	1021.4	8716.1
1902.5	14453.5	1990.1	17911.1	2864.0	21828.6	873.9	3917.5	1021.4	9737.5
1902.5	16356.0	1990.1	19901.2	2864.0	24692.6	873.9	4791.4	1021.4	10758.9
1902.5	18258.5	1990.1	21891.3	2864.0	27556.6	873.9	5665.3	1021.4	11780.3
1845.8	20104.3	1931.3	23822.6	2767.4	30324.0	836.2	6501.4	980.0	12760.3
1676.3	21780.6	1755.2	25577.8	2514.2	32838.2	759.0	7260.4	891.7	13652.0
1469.4	23250.0	1539.5	27117.3	2207.5	35045.7	668.0	7928.4	786.0	14438.0
1297.5	24540.5	1351.9	28469.2	1939.2	36984.9	587.3	8515.7	690.6	15128.6
1116.6	25657.1	1169.2	29638.4	1676.0	38660.9	506.9	9022.5	595.4	15724.0
934.3	26591.4	978.1	30616.5	1399.9	40060.8	421.8	9444.3	495.6	16219.5
759.2	27350.6	794.3	31410.8	1136.2	41197.0	341.9	9786.2	400.9	16620.5
583.6	27934.3	609.9	32020.7	869.2	42066.2	259.2	10045.5	303.5	16924.0
377.2	28311.5	394.7	32415.4	558.9	42625.1	164.2	10209.6	193.7	17117.6
183.1	28494.5	191.8	32607.3	270.8	42895.8	78.9	10288.6	93.7	17211.3
42.7	28537.3	44.9	32652.2	64.4	42960.2	19.4	10308.0	23.1	17234.4
0.	28537.3	0.	32652.2	0.	42960.2	0.	10308.0	-0.	17234.4
0.	28537.3	0.	32652.2	0.	42960.2	0.	10308.0	-0.	17234.4

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
9.0	9.0	9.0
31.8	40.8	40.8
161.5	202.3	202.3
321.1	523.4	523.4
426.9	950.4	950.4
522.3	1472.7	1472.7
617.5	2090.2	2090.2
717.3	2807.5	2807.5
812.0	3619.5	3619.5
907.9	4527.4	4527.4
1010.2	5537.6	5537.6
1087.4	6624.9	6624.9
1069.7	7694.6	7694.6
1021.4	8716.1	8716.1
1021.4	9737.5	9737.5
1021.4	10758.9	10758.9
1021.4	11780.3	11780.3
980.0	12760.3	12760.3
891.7	13652.0	13652.0
786.0	14438.0	14438.0
690.6	15128.6	15128.6
595.4	15724.0	15724.0
495.6	16219.5	16219.5
400.9	16620.5	16620.5
303.5	16924.0	16924.0
193.7	17117.6	17117.6
93.7	17211.3	17211.3
23.1	17234.4	17234.4
-0.	17234.4	17234.4
-0.	17234.4	17234.4

Table S1.30. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Programs" for Various Sources of Estimates, for Quantity 1152 of Boe (Fares of 1.0 Times Current Fares), in Millions of Dollars

a. Production and Development Cost - MFR  
Operating Cost - FAA

Operating Cost - FAA													
U S. Airlines													
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows				
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.			
1965	57.8	57.8	0.	0.	57.8	57.8	0.	0.	-57.8	-57.8			
1966	187.4	245.1	0.	0.	187.4	245.1	0.	0.	-187.4	-245.1			
1967	749.0	994.1	199.1	199.1	948.1	1193.2	451.1	451.1	-497.0	-742.1			
1968	772.1	1766.2	523.4	722.6	1295.5	2488.7	1174.8	1629.9	-116.7	-858.8			
1969	795.1	2561.3	858.6	1581.2	1653.7	4142.4	1957.6	3587.6	303.9	-554.9			
1970	816.2	3379.5	1131.7	2712.9	1949.9	6092.3	2558.2	6145.8	608.3	53.4			
1971	441.2	4220.7	1533.6	4246.4	2374.8	8467.2	3427.3	9573.1	1052.5	1105.9			
1972	652.7	5073.4	1959.8	6206.2	2812.5	11279.6	4405.2	13978.3	1592.7	2698.6			
1973	829.6	5903.1	2296.4	8502.6	3126.0	14405.7	5133.7	19112.0	2007.7	4706.3			
1974	723.1	6626.1	2527.0	11029.6	3250.0	17655.7	5652.7	24764.6	2402.6	7109.0			
1975	184.5	6810.6	2710.0	13739.6	2894.5	20550.2	6066.6	30831.3	3172.1	10281.0			
1976	184.5	6995.2	2912.9	16652.5	3097.4	23647.6	6527.2	37358.5	3429.8	13710.8			
1977	184.5	7179.7	2912.9	19565.4	3097.4	26745.1	6527.2	43845.7	3429.8	17140.6			
1978	184.5	7364.2	2912.9	22478.3	3097.4	29842.5	6527.2	50412.9	3429.8	20570.4			
1979	184.5	7548.7	2912.9	25391.2	3097.4	32939.9	6527.2	56940.1	3429.8	24000.2			
1980	184.5	7733.2	2912.9	28304.1	3097.4	36037.3	6527.2	63467.3	3429.8	27430.0			
1981	184.5	7917.7	2912.9	31217.0	3097.4	39134.7	6527.2	69994.6	3429.8	30859.8			
1982	173.0	8090.7	2713.8	33930.8	2886.8	42021.5	6076.1	76070.7	3189.3	34049.2			
1983	149.9	8240.6	2389.5	36320.3	2539.4	44560.9	5348.4	81419.1	2809.0	36858.2			
1984	120.9	8367.5	2054.3	38374.6	2181.2	46742.0	4569.6	85988.6	2388.4	39246.6			
1985	103.8	8471.2	1781.2	40155.8	1885.0	48627.0	3969.0	89957.7	2084.1	41330.7			
1986	80.7	8552.0	1379.3	41535.1	146.1	50087.1	3099.9	93057.6	1639.8	42970.5			
1987	57.7	8609.6	953.1	42488.3	1010.8	51097.9	2122.1	95179.6	1111.3	44081.7			
1988	34.6	8644.2	616.5	43104.8	651.1	51749.0	1393.5	96573.1	742.4	44824.1			
1989	11.5	8655.8	386.0	43490.7	397.5	52146.5	874.6	97447.7	477.1	45301.2			
1990	0.	8655.8	202.9	43693.6	202.9	52349.3	460.6	97908.3	257.7	45558.9			
1991	0.	8655.8	0.	43693.6	0.	52349.3	0.	97908.3	0.	45558.9			
1992	0.	8655.8	0.	43693.6	0.	52349.3	0.	97908.3	0.	45558.9			
1993	0.	8655.8	0.	43693.6	0.	52349.3	0.	97908.3	0.	45558.9			
1994	0.	8655.8	0.	43693.6	0.	52349.3	0.	97908.3	0.	45558.9			



b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
30.9	30.9	
100.3	131.2	
652.8	784.0	
1068.6	1852.6	
1524.6	3377.2	
1864.3	5241.5	
2344.0	7585.5	
2901.7	10487.2	
3281.3	13768.5	
3512.7	17281.2	
3455.3	20736.5	
3713.1	24449.6	
3713.1	28162.6	
3713.1	31875.7	
3713.1	35588.8	
3713.1	39301.8	
3713.1	43014.9	
3454.9	46469.8	
3039.2	49508.0	
2583.2	52092.1	
2243.4	54335.5	
1753.7	56099.2	
1199.8	57299.0	
795.5	58094.5	
494.8	58589.3	
257.7	58847.0	
-0.	58847.0	
-0.	58847.0	
-0.	58847.0	
-0.	58847.0	

Year	U.S. Airlines						U.S. Airlines Revenues		U.S. Airlines Cash
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		Ann.	Cum.	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.			
1965	57.8	57.8	0.	0.	57.8	57.8	0.	0.	-57.8
1966	187.4	245.1	0.	0.	187.4	245.1	0.	0.	-187.4
1967	749.0	994.1	269.3	269.3	1018.3	1263.4	451.1	451.1	-567.2
1968	772.1	1766.2	981.8	981.8	1484.5	2748.0	1178.8	1629.9	-305.7
1969	795.1	2561.3	1165.9	2147.7	1961.0	4709.0	1957.6	3587.6	-3.4
1970	818.2	3379.5	1535.4	3683.1	2353.6	7062.6	2558.2	6145.8	204.6
1971	841.2	4220.7	2063.0	5746.1	2904.2	9966.8	3427.3	9573.1	523.1
1972	852.7	5073.4	2621.4	8367.4	3474.1	13440.9	4405.2	13978.3	931.1
1973	829.6	5903.1	3061.1	11428.6	3890.7	17331.6	5133.7	19112.0	1243.0
1974	723.1	6626.1	3367.8	14796.3	4090.8	21422.5	5652.7	24764.6	1561.8
1975	184.5	6810.6	3611.4	18407.8	3795.9	25218.4	6066.6	30831.3	2270.7
1976	184.5	6995.2	3882.5	22290.3	4067.1	29285.5	6527.2	37358.5	2460.2
1977	184.5	7179.7	3882.5	26172.9	4067.1	33352.5	6527.2	43885.7	2460.2
1978	184.5	7364.2	3882.5	30055.4	4067.1	37419.6	6527.2	50412.9	2460.2
1979	184.5	7548.7	3882.5	33937.9	4067.1	41486.6	6527.2	56940.1	2460.2
1980	184.5	7733.2	3882.5	37820.5	4067.1	45553.7	6527.2	63467.3	2460.2
1981	184.5	7917.7	3882.5	41703.0	4067.1	49620.7	6527.2	69994.6	2460.2
1982	173.0	8090.7	3613.2	45316.3	3786.2	53406.9	6076.1	76070.7	2289.9
1983	149.9	8240.6	3170.1	48486.3	3320.0	56726.9	5348.4	81419.1	2028.4
1984	126.9	8367.5	2716.6	51203.0	2843.5	59570.4	4569.6	85988.6	1726.1
1985	103.8	8471.2	2347.1	53550.1	2450.9	62021.3	3969.0	89957.7	1519.1
1986	80.7	8552.0	1819.6	55369.7	1900.3	63921.6	3099.9	93057.6	1199.6
1987	57.7	8609.6	1261.2	56630.8	1318.8	65240.5	2122.1	95179.6	803.2
1988	34.6	8644.2	821.4	57452.2	856.0	66096.5	1393.5	96573.1	537.5
1989	11.5	8655.8	514.8	57967.0	526.3	66622.8	874.6	97447.7	348.2
1990	0.	8655.8	271.1	58238.1	271.1	66893.9	460.6	97908.3	189.5
1991	0.	8655.8	0.	58238.1	0.	66893.9	0.	97908.3	0.
1992	0.	8655.8	0.	58238.1	0.	66893.9	0.	97908.3	0.
1993	0.	8655.8	0.	58238.1	0.	66893.9	0.	97908.3	0.
1994	0.	8655.8	0.	58238.1	0.	66893.9	0.	97908.3	0.

ment Cost - MFR

U.S. Airlines									
Lines on	U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
57.8	0.	0.	57.8	57.8	0.	0.	-57.8	-57.8	
245.1	0.	0.	187.4	245.1	0.	0.	-187.4	-245.1	
994.1	269.3	269.3	1018.3	1263.4	451.1	451.1	-567.2	-812.3	
766.2	712.5	981.8	1484.5	2748.0	1178.8	1629.9	-305.7	-1118.0	
561.3	1165.9	2147.7	1961.0	4709.0	1957.6	3587.6	-3.4	-1121.4	
379.5	1535.4	3683.1	2353.6	7062.6	2558.2	6145.8	204.6	-916.8	
220.7	2063.0	5746.1	2904.2	9966.8	3427.3	9573.1	523.1	-393.7	
073.4	2621.4	8367.4	3474.1	13440.9	4405.2	13978.3	931.1	537.4	
903.1	3061.1	11428.6	3890.7	17331.6	5133.7	19112.0	1243.0	1780.3	
626.1	3367.8	14796.3	4090.8	21422.5	5652.7	24764.6	1561.8	3342.2	
810.6	3611.4	18407.8	3795.9	25218.4	6066.6	30831.3	2270.7	5612.8	
995.2	3882.5	22290.3	4067.1	29285.5	6527.2	37358.5	2460.2	8073.0	
179.7	3882.5	26172.9	4067.1	33352.5	6527.2	43885.7	2460.2	10533.2	
364.2	3882.5	30055.4	4067.1	37419.6	6527.2	50412.9	2460.2	12993.3	
549.7	3882.5	33937.9	4067.1	41486.6	6527.2	56940.1	2460.2	15453.5	
733.2	3882.5	37820.5	4067.1	45553.7	6527.2	63467.3	2460.2	17913.7	
917.7	3882.5	41703.0	4067.1	49620.7	6527.2	69994.6	2460.2	20373.8	
990.7	3613.2	45316.3	3786.2	53406.9	6076.1	76070.7	2289.9	22663.7	
240.6	3170.1	48486.3	3320.0	56726.9	5348.4	81419.1	2028.4	24692.1	
367.5	2716.6	51203.0	2843.5	59570.4	4569.6	85988.6	1726.1	26418.2	
71.2	2347.1	53550.1	2450.9	62021.3	3969.0	89957.7	1518.1	27936.4	
552.0	1819.6	55369.7	1900.3	63921.6	3099.9	93057.6	1199.6	29135.9	
309.6	1261.2	56630.8	1318.8	65240.5	2122.1	95179.6	803.2	29939.2	
44.2	821.4	57452.2	856.0	66096.5	1393.5	96573.1	537.5	30476.7	
55.8	514.8	57967.0	526.3	66622.8	874.6	97447.7	348.2	30824.9	
55.8	271.1	58238.1	271.1	66893.9	460.6	97908.3	189.5	31014.4	
55.8	0.	58238.1	0.	66893.9	0.	97908.3	0.	31014.4	
55.8	0.	58238.1	0.	66893.9	0.	97908.3	0.	31014.4	
55.8	0.	58238.1	0.	66893.9	0.	97908.3	0.	31014.4	
55.8	0.	58238.1	0.	66893.9	0.	97908.3	0.	31014.4	

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
20.9	30.9	
100.3	131.2	
502.6	713.8	
879.5	1593.4	
1217.3	2810.6	
1440.6	4271.3	
1814.6	6085.8	
2240.1	8326.0	
2516.6	10842.5	
2671.9	13514.4	
2553.9	16068.3	
2743.4	18811.8	
2743.4	21555.2	
2743.4	24298.6	
2743.4	27042.0	
2743.4	29785.5	
2743.4	32528.9	
2555.5	35084.3	
2258.6	37342.9	
1970.8	39263.7	
1677.5	40941.2	
1373.5	42264.7	
871.7	43156.4	
500.6	43747.0	
345.9	44113.0	
109.5	44302.5	
-0.	44302.5	
-0.	44302.5	
-0.	44302.5	
-0.	44302.5	



b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SSF Program		
Net Cash Flows		
Ann.	Cum.	
30.9	30.9	
100.3	131.2	
612.6	743.8	
963.5	1707.2	
1349.7	3056.9	
1635.9	4692.8	
2037.6	6730.4	
2507.1	9237.6	
2821.2	12058.8	
3006.1	15064.8	
2911.6	17976.4	
3128.0	21104.4	
3128.0	24232.3	
3128.0	27360.3	
3128.0	30488.3	
3128.0	33616.3	
3128.0	36744.2	
2910.1	39654.3	
2559.2	42213.5	
2172.9	44386.4	
1866.7	46273.2	
1485.0	47758.2	
1009.3	48767.5	
670.5	49438.0	
416.3	49854.3	
216.4	50070.7	
-0.	50070.7	
-0.	50070.7	
-0.	50070.7	
-0.	50070.7	

Year	U.S. Airlines Acquisition Cost				U.S. Airlines Total Operating Cost				U.S. Airlines Total Outlay				U.S. Airlines Revenues			
	Ann.		Cum.		Ann.		Cum.		Ann.		Cum.		Ann.		Cum.	
1965	51.8	57.8	0.	0.	0.	0.	0.	0.	57.8	57.8	57.8	57.8	0.	0.	0.	0.
1966	147.4	245.1	0.	0.	0.	0.	0.	0.	187.4	245.1	245.1	245.1	0.	0.	0.	0.
1967	749.0	994.1	269.3	269.3	269.3	269.3	269.3	269.3	1014.3	1253.4	1253.4	1253.4	410.8	410.8	410.8	410.8
1968	772.1	1765.2	712.5	981.8	981.8	981.8	981.8	981.8	1484.5	2748.0	2748.0	2748.0	1073.7	1484.6	1484.6	1484.6
1969	795.1	2561.3	1155.9	2147.7	2147.7	2147.7	2147.7	2147.7	1961.0	4709.0	4709.0	4709.0	1782.2	3267.3	3267.3	3267.3
1970	810.2	3371.5	1535.4	3683.1	3683.1	3683.1	3683.1	3683.1	2353.6	7052.6	7052.6	7052.6	2329.7	5597.1	5597.1	5597.1
1971	841.2	4220.7	2063.0	5746.1	5746.1	5746.1	5746.1	5746.1	2904.2	9956.8	9956.8	9956.8	3121.0	8718.0	8718.0	8718.0
1972	892.7	5073.4	2621.4	8367.4	8367.4	8367.4	8367.4	8367.4	3474.1	13440.9	13440.9	13440.9	4010.5	12728.6	12728.6	12728.6
1973	829.6	5903.1	3061.1	11428.6	11428.6	11428.6	11428.6	11428.6	3890.7	17331.6	17331.6	17331.6	4673.6	17402.2	17402.2	17402.2
1974	723.1	6626.1	3367.8	14796.3	14796.3	14796.3	14796.3	14796.3	4090.8	21422.5	21422.5	21422.5	5146.0	22548.3	22548.3	22548.3
1975	184.5	6810.6	3611.4	18407.8	18407.8	18407.8	18407.8	18407.8	3795.9	25218.4	25218.4	25218.4	5522.9	28071.1	28071.1	28071.1
1976	184.5	6995.2	3882.5	22290.3	22290.3	22290.3	22290.3	22290.3	4067.1	29285.5	29285.5	29285.5	5942.1	34013.3	34013.3	34013.3
1977	184.5	7179.7	3882.5	26172.9	26172.9	26172.9	26172.9	26172.9	4067.1	33352.5	33352.5	33352.5	5942.1	39955.4	39955.4	39955.4
1978	184.5	7364.2	3882.5	30055.4	30055.4	30055.4	30055.4	30055.4	4067.1	37419.6	37419.6	37419.6	5942.1	45897.5	45897.5	45897.5
1979	184.5	7548.7	3882.5	33937.9	33937.9	33937.9	33937.9	33937.9	4067.1	41486.6	41486.6	41486.6	5942.1	51839.7	51839.7	51839.7
1980	184.5	7733.2	3882.5	37820.5	37820.5	37820.5	37820.5	37820.5	4067.1	45553.7	45553.7	45553.7	5942.1	57781.8	57781.8	57781.8
1981	184.5	7917.7	3882.5	41703.0	41703.0	41703.0	41703.0	41703.0	4067.1	49620.7	49620.7	49620.7	5942.1	63723.9	63723.9	63723.9
1982	173.0	8090.7	3613.2	45316.3	45316.3	45316.3	45316.3	45316.3	3786.2	53406.9	53406.9	53406.9	5531.3	69255.2	69255.2	69255.2
1983	149.9	8240.6	3170.1	48486.3	48486.3	48486.3	48486.3	48486.3	3320.0	56726.9	56726.9	56726.9	4868.4	74123.6	74123.6	74123.6
1984	126.9	8367.5	2716.6	51203.0	51203.0	51203.0	51203.0	51203.0	2843.5	59570.4	59570.4	59570.4	4159.3	78283.0	78283.0	78283.0
1985	103.8	8471.2	2347.1	53550.1	53550.1	53550.1	53550.1	53550.1	2450.9	62021.3	62021.3	62021.3	3612.4	81895.4	81895.4	81895.4
1986	80.7	8552.0	1819.6	55369.7	55369.7	55369.7	55369.7	55369.7	1900.3	63921.6	63921.6	63921.6	2821.2	84716.6	84716.6	84716.6
1987	57.7	8609.6	1261.2	56630.8	56630.8	56630.8	56630.8	56630.8	1318.8	65240.5	65240.5	65240.5	1931.6	86648.2	86648.2	86648.2
1988	34.6	8644.2	821.4	57452.2	57452.2	57452.2	57452.2	57452.2	656.0	66096.5	66096.5	66096.5	1268.5	87516.6	87516.6	87516.6
1989	11.5	8655.8	514.8	57967.0	57967.0	57967.0	57967.0	57967.0	526.3	66622.8	66622.8	66622.8	796.1	88712.7	88712.7	88712.7
1990	0.	8655.8	271.1	58238.1	58238.1	58238.1	58238.1	58238.1	271.1	66893.9	66893.9	66893.9	419.3	89132.0	89132.0	89132.0
1991	0.	8655.8	0.	58238.1	58238.1	58238.1	58238.1	58238.1	0.	66893.9	66893.9	66893.9	0.	89132.0	89132.0	89132.0
1992	0.	8655.8	0.	58238.1	58238.1	58238.1	58238.1	58238.1	0.	66893.9	66893.9	66893.9	0.	89132.0	89132.0	89132.0
1993	0.	8655.8	0.	58238.1	58238.1	58238.1	58238.1	58238.1	0.	66893.9	66893.9	66893.9	0.	89132.0	89132.0	89132.0
1994	0.	8655.8	0.	58238.1	58238.1	58238.1	58238.1	58238.1	0.	66893.9	66893.9	66893.9	0.	89132.0	89132.0	89132.0

U.S. Airlines									
U.S. Airlines Total Operating Cost				U.S. Airlines Total Outlay			U.S. Airlines Revenues		
Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
0.	0.	57.6	57.6	0.	0.	0.	0.	-57.8	-57.8
0.	0.	187.4	245.1	0.	0.	0.	0.	-187.4	-245.1
269.3	269.3	101.3	1253.4	410.8	410.8	410.8	410.8	-607.5	-852.6
712.2	981.5	1484.2	2748.0	1073.7	1484.6	1073.7	1484.6	-410.8	-1263.4
1165.2	2147.7	1961.0	4759.0	1782.3	3267.3	1782.3	3267.3	-178.2	-1441.6
1535.4	3683.1	2353.6	7052.6	2329.7	5597.1	2329.7	5597.1	-23.9	-1465.5
2063.0	5746.1	2904.2	9956.8	3121.0	8718.0	3121.0	8718.0	216.7	-1248.8
2621.4	8367.4	3474.1	13440.9	4010.5	12728.6	4010.5	12728.6	536.5	-712.3
3061.1	11428.6	3890.7	17331.6	4673.6	17402.2	4673.6	17402.2	782.3	70.6
3367.8	14796.3	4090.6	21422.2	5146.0	22548.3	5146.0	22548.3	1055.2	1125.8
3611.4	18407.5	3795.9	25218.4	5522.9	28071.1	5522.9	28071.1	1726.9	2852.7
3882.5	22290.3	4067.1	29285.5	5942.1	34013.3	5942.1	34013.3	1875.1	4727.8
3882.5	26172.9	4067.1	33352.5	5942.1	39955.4	5942.1	39955.4	1875.1	6602.9
3882.5	30055.4	4067.1	37419.6	5942.1	45897.5	5942.1	45897.5	1875.1	8478.0
3882.5	33937.9	4067.1	41486.6	5942.1	51839.7	5942.1	51839.7	1875.1	10353.0
3882.5	37820.2	4067.1	45553.7	5942.1	57781.8	5942.1	57781.8	1875.1	12228.1
3882.5	41703.0	4067.1	49620.7	5942.1	63723.9	5942.1	63723.9	1875.1	14103.2
3613.2	45316.3	3786.2	53406.9	5531.3	69255.2	5531.3	69255.2	1745.1	15848.3
3170.1	48486.3	3320.0	56726.9	4868.4	74123.6	4868.4	74123.6	1548.4	17396.7
2716.6	51203.0	2843.5	59570.4	4159.3	78283.0	4159.3	78283.0	1315.8	18712.6
2347.1	53550.1	2450.9	62021.3	3612.4	81895.4	3612.4	81895.4	1161.5	19874.1
1819.6	55369.7	1900.3	63921.6	2021.2	84716.6	2021.2	84716.6	920.9	20794.9
1261.2	56630.8	1318.8	65240.5	1931.6	86648.2	1931.6	86648.2	612.8	21407.7
821.4	57452.2	656.0	66096.2	1268.5	87916.6	1268.5	87916.6	412.5	21820.2
514.8	57967.0	526.3	66622.6	796.1	88712.7	796.1	88712.7	269.8	22090.0
271.1	58238.1	271.1	66893.9	419.3	89132.0	419.3	89132.0	148.2	22238.1
0.	58238.1	0.	66893.9	0.	89132.0	0.	89132.0	0.	22238.1
0.	58238.1	0.	66893.9	0.	89132.0	0.	89132.0	0.	22238.1
0.	58238.1	0.	66893.9	0.	89132.0	0.	89132.0	0.	22238.1
0.	58238.1	0.	66893.9	0.	89132.0	0.	89132.0	0.	22238.1

C

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
30.9	30.9	
100.3	131.2	
542.4	673.6	
774.4	1448.0	
1042.4	2490.4	
1232.2	3722.6	
1508.2	5230.8	
1845.5	7076.3	
2056.5	9132.8	
2165.2	11298.0	
2010.2	13308.2	
2158.3	15466.6	
2158.3	17624.9	
2158.3	19783.2	
2158.3	21941.6	
2158.3	24099.9	
2158.3	26258.2	
2010.6	28268.9	
1778.6	30047.5	
1510.6	31558.0	
1320.8	32878.9	
1044.8	33923.7	
701.3	34624.9	
465.6	35090.5	
287.5	35378.0	
148.2	35526.2	
-0.	35526.2	
-0.	35526.2	
-0.	35526.2	
-0.	35526.2	

Table S1.32. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity 1725 of Boeing 707-320B (Fares of 1.0 Times Current Fares), in Millions of Dollars

a. Production and Development Cost - MFR  
Operating Cost - FAA

U.S. Airlines										
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows	
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
1965	57.6	57.6	0.	0.	57.6	57.6	0.	0.	-57.6	-57.6
1966	145.7	244.3	0.	0.	145.7	244.3	0.	0.	-145.7	-244.3
1967	746.4	990.7	139.1	139.1	945.5	1189.8	451.1	451.1	-494.4	-738.7
1968	769.4	1760.1	523.4	722.5	1292.8	2482.6	1176.6	1629.9	-114.0	-852.7
1969	792.4	2552.5	898.5	1621.0	1691.3	4133.9	1357.6	3537.6	306.7	-545.0
1970	515.4	3367.8	1131.7	2752.7	1547.1	5681.7	2559.2	6145.8	611.1	65.1
1971	535.4	4203.2	1533.6	4286.3	2371.5	8053.2	3421.3	9573.1	1055.4	1120.5
1972	601.3	5067.5	1929.8	6216.1	2821.1	11273.7	4405.2	13978.3	1584.0	2704.5
1973	584.3	5951.8	2236.4	8452.5	3127.5	14404.2	5133.7	19112.0	1953.0	4657.5
1974	907.3	6859.2	2572.0	11024.5	3640.5	17544.7	5652.7	24754.6	2218.4	6875.9
1975	335.3	7790.4	2710.0	13734.5	3641.5	21526.2	6066.6	30831.3	2426.3	9302.2
1976	341.7	8132.1	2972.7	16707.2	3914.4	25440.6	6093.3	37434.6	2733.9	12041.2
1977	313.7	8445.8	3205.2	19912.4	4123.8	29564.4	7173.0	44658.4	3050.0	15091.2
1978	612.5	9058.3	3448.3	23360.7	4261.5	33825.9	7713.0	52377.4	3458.1	18549.3
1979	275.8	9334.1	3744.2	27104.9	4020.0	37845.9	8380.0	60758.2	4360.9	22910.2
1980	275.6	9609.7	4017.1	31122.0	4293.0	42141.9	8989.6	69747.8	4696.6	27606.8
1981	275.8	9885.5	4338.2	35460.2	4634.0	46775.9	9759.4	79507.2	5125.4	32732.3
1982	264.3	10149.8	4159.1	39619.3	4423.4	51199.4	9303.3	88815.5	4884.9	37617.2
1983	241.3	10391.1	3834.7	43454.0	4076.1	55275.5	8585.6	97396.1	4504.5	42121.7
1984	216.4	10607.5	3479.6	46933.6	3717.9	59092.3	7801.8	105197.9	4083.8	46205.6
1985	195.4	10802.9	3226.5	50160.1	3421.8	62414.2	7201.2	112399.1	3779.4	49985.0
1986	172.4	10975.3	2924.0	53084.1	2997.0	65411.2	6332.1	118731.2	3335.1	53320.1
1987	149.4	11124.7	2393.4	55477.5	2547.8	67959.0	5354.3	124085.5	2806.5	56126.6
1988	120.4	11245.1	2061.8	57539.3	2198.2	70147.1	4625.7	128711.2	2437.5	58564.1
1989	105.4	11350.5	1831.2	59370.5	1934.6	72181.7	4106.7	132817.9	2172.1	60736.2
1990	80.4	11430.9	1643.1	60999.1	1728.6	73910.3	3692.8	136511.7	1964.2	62700.4
1991	57.5	11488.4	1385.5	62384.6	1443.0	75353.3	3106.1	139616.8	1653.1	64363.5
1992	34.5	11522.9	1153.0	63537.6	1117.5	76470.8	2585.5	142292.4	1398.1	65761.6
1993	11.5	11534.4	909.9	64447.5	921.4	77392.1	2047.5	144242.8	1119.1	66880.7
1994	0.	11534.4	614.0	65061.5	614.0	77996.1	1376.6	145621.4	764.6	67645.2

b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
31.1	31.1	
100.9	132.0	
622.4	787.4	
1071.2	1858.7	
1527.3	3386.0	
1667.2	5253.1	
2346.9	7600.0	
2910.9	10510.9	
3315.3	13826.2	
3616.1	17442.3	
3859.4	21301.7	
4183.6	25491.3	
4465.2	29956.5	
4723.8	34680.3	
4782.8	39463.1	
5121.5	44584.6	
5550.3	50134.9	
5292.1	55427.0	
4876.3	60303.3	
4420.2	64723.5	
4050.4	68773.9	
3500.6	72274.5	
3036.6	75311.1	
2532.3	77843.4	
2331.4	80174.8	
2083.1	82257.9	
1751.7	84009.6	
1451.2	85460.8	
1136.8	86597.6	
764.6	87362.2	

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Cash
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.
1965	57.6	57.6	0.	0.	57.6	57.6	0.	0.	-57.6
1966	186.7	244.3	0.	0.	186.7	244.3	0.	0.	-186.7
1967	746.4	990.7	269.3	269.3	1015.7	1260.0	451.1	451.1	-564.6
1968	769.4	1760.1	712.5	981.8	1481.9	2741.9	1178.8	1629.9	-303.1
1969	792.4	2552.5	1165.9	2147.7	1958.3	4700.2	1957.6	3587.6	-0.6
1970	815.4	3367.8	1535.4	3683.1	2350.8	7051.0	2558.2	6145.8	207.4
1971	838.4	4206.2	2063.0	5746.1	2901.3	9952.3	3427.3	9573.1	526.0
1972	861.3	5067.5	2621.4	8367.4	3482.7	13435.0	4405.2	13978.3	922.5
1973	884.3	5951.8	3061.1	11428.6	3945.5	17380.4	5133.7	19112.0	1188.3
1974	907.3	6859.2	3367.3	14796.3	4275.1	21655.5	5652.7	24764.6	1377.6
1975	930.3	7789.4	3611.4	18407.8	4541.7	26197.2	6066.6	30831.3	1524.9
1976	941.7	8731.2	3961.1	22368.4	4902.6	31100.0	6653.3	37484.6	1750.5
1977	918.7	9649.9	4272.2	26641.0	5190.9	36290.9	7173.9	44658.4	1983.0
1978	812.5	10462.4	4596.4	31237.4	5408.9	41699.7	7718.9	52377.4	2310.1
1979	275.8	10738.2	4990.1	36227.4	5265.9	46965.6	8380.9	60758.2	3115.0
1980	275.8	11014.0	5353.9	41581.3	5629.7	52535.3	8989.6	69747.8	3359.9
1981	275.8	11289.8	5810.2	47391.5	6086.0	58681.3	9759.4	79507.2	3673.4
1982	264.3	11554.1	5540.9	52932.4	5805.2	64486.6	9308.3	88815.5	3503.1
1983	241.3	11795.5	5097.8	58030.2	5339.1	69825.7	8580.6	97396.1	3241.5
1984	218.4	12013.8	4644.3	62674.5	4862.7	74688.4	7801.8	105197.9	2939.1
1985	195.4	12209.2	4274.8	66949.3	4470.2	79158.5	7201.2	112399.1	2731.1
1986	172.4	12381.6	3747.3	70696.6	3919.6	83078.2	6332.1	118731.2	2412.4
1987	149.4	12531.0	3188.9	73885.5	3338.3	86416.4	5354.3	124085.5	2016.0
1988	126.4	12657.4	2749.1	76634.5	2875.5	89291.9	4625.7	128711.2	1750.2
1989	103.4	12760.8	2442.5	79077.0	2545.9	91837.8	4106.7	132817.9	1560.4
1990	80.4	12841.3	2198.8	81275.8	2279.2	94117.1	3692.8	136510.7	1413.5
1991	57.5	12898.7	1849.2	83125.0	1906.6	96023.7	3106.1	139616.8	1199.5
1992	34.5	12933.2	1538.1	84663.0	1572.5	97596.2	2585.5	142202.4	1013.0
1993	11.5	12944.7	1213.9	85876.9	1225.4	98821.6	2040.5	144242.8	815.1
1994	0.	12944.7	820.2	86697.1	820.2	99641.8	1378.6	145621.4	558.4



U.S. Airlines									
Year	U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		U.S. Interest in SST Program
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	
57.6	0.	0.	57.6	57.6	0.	0.	-57.6	-57.6	71.1
44.3	0.	0.	186.7	244.3	0.	0.	-186.7	-244.3	132.0
90.7	269.3	269.3	1015.7	1260.0	451.1	451.1	-564.6	-808.9	717.2
60.1	712.5	981.8	1481.9	2741.9	1178.8	1629.9	-303.1	-1111.9	1599.4
52.5	1165.9	2147.7	1958.3	4700.2	1957.6	3587.6	-0.6	-1112.6	2819.5
67.8	1535.4	3683.1	2350.8	7051.0	2558.2	6145.8	207.4	-905.2	4282.9
06.2	2063.0	5746.1	2901.3	9952.3	3427.3	9573.1	526.0	-379.2	6100.4
67.5	2621.4	8367.4	3482.7	13435.0	4405.2	13978.3	922.5	543.3	8349.7
51.8	3061.1	11428.6	3945.5	17380.4	5133.7	19112.0	1188.3	1731.5	10900.2
50.2	3367.8	14796.3	4275.1	21655.5	5652.7	24764.6	1377.6	3109.1	13675.5
89.4	3611.4	18407.8	4541.7	26197.2	6066.6	30831.3	1524.9	4634.0	16633.5
31.2	3961.1	22368.8	4902.6	31100.0	6653.3	37484.6	1750.5	6384.6	19834.7
59.9	4272.2	26641.0	5190.9	36290.9	7173.9	44658.4	1983.0	8367.6	23232.9
62.4	4590.4	31237.4	5408.9	41699.7	7718.9	52377.4	2310.1	10677.6	26794.7
38.2	4990.1	36227.4	5265.9	46965.6	8360.9	60758.2	3115.0	13792.6	30334.5
14.0	5353.9	41581.3	5623.7	52595.3	8989.6	69747.8	3359.9	17152.5	34119.3
59.8	5810.2	47391.5	6086.0	58681.3	9759.4	79507.2	3673.4	20825.9	38217.6
64.1	5540.9	52932.4	5805.2	64486.6	9308.3	88815.5	3503.1	24329.0	42127.8
55.5	5097.8	58030.2	5339.1	69825.7	8580.6	97396.1	3241.5	27570.5	45741.1
13.8	4644.3	62674.5	4862.7	74688.4	7801.8	105197.9	2939.1	30509.6	49016.6
59.2	4274.8	66949.3	4470.2	79158.5	7201.2	112399.1	2731.1	33240.6	52048.6
11.6	3747.3	70696.6	3919.6	83078.2	6332.1	118731.2	2412.4	35653.1	54726.6
11.0	3188.9	73885.5	3338.3	86416.4	5354.3	124085.5	2016.0	37669.0	56972.7
57.4	2749.1	76634.5	2875.5	89291.9	4625.7	128711.2	1750.2	39413.2	58917.6
50.8	2442.5	79077.0	2545.9	91837.8	4106.7	132817.9	1560.9	40980.1	60637.8
11.3	2198.8	81275.8	2279.2	94117.1	3692.8	136510.7	1413.5	42393.6	62175.3
58.7	1849.2	83125.0	1906.6	96023.7	3106.1	139616.8	1199.5	43593.1	63463.3
13.2	1538.1	84663.0	1572.5	97596.2	2585.5	142202.4	1013.0	44606.1	64529.4
4.7	1213.9	85876.9	1225.4	98821.6	2040.5	144242.8	815.1	45421.2	65362.2
4.7	820.2	86697.1	820.2	99641.8	1378.6	145621.4	558.4	45979.6	65920.6

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Table S1.33. Cash Flows for U.S. Airlines and for "U.S. Interest in SST Program" for Various Sources of Estimates, for Quantity (Fares of 0.9 Times Current Fares), in Millions of Dollars

a. Production and Development Cost - MFR  
Operating Cost - FAA

Year	U.S. Airlines											
	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flows		Ann.	Cum.
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.		
1965	57.0	57.0	0.	0.	57.0	57.0	0.	0.	-57.0	-57.0		
1966	170.7	244.3	0.	0.	185.7	244.3	0.	0.	-186.7	-244.3		
1967	145.4	343.7	137.1	137.1	945.5	1139.8	410.8	410.8	-534.7	-779.0		
1968	177.4	176.1	523.4	722.0	1292.8	2432.6	1073.7	1484.6	-219.1	-998.1		
1969	192.4	255.5	898.0	1591.1	1651.0	4133.6	1782.8	3267.3	131.8	-866.3		
1970	172.4	335.7	1131.7	2712.7	1947.1	6080.7	2327.7	5597.1	382.7	-483.6		
1971	533.4	4234.2	1533.0	4240.7	2371.9	8452.6	3121.0	8718.0	749.0	265.4		
1972	561.3	5367.5	1779.7	5275.2	2821.1	11273.7	4010.5	12728.6	1189.4	1454.9		
1973	684.3	5351.7	2210.4	5502.0	3110.7	14454.5	4673.6	17452.2	1492.9	2947.8		
1974	777.3	5350.2	2527.7	11329.6	3434.3	17333.7	5146.0	22548.3	1711.8	4659.6		
1975	630.3	7759.6	2710.7	13739.0	3640.3	21529.0	5522.9	28071.1	1852.5	6542.1		
1976	641.7	7731.2	2722.7	15712.3	3914.4	25443.4	6057.0	34128.1	2142.6	8684.7		
1977	710.7	9045.3	3270.2	19317.4	4123.6	29557.3	6530.9	40659.0	2407.0	11091.7		
1978	712.5	10402.4	3473.3	23355.7	4260.8	33828.1	7027.1	47686.0	2766.3	13858.0		
1979	770.0	11731.2	3744.2	27139.7	4020.1	37848.1	7629.7	55315.7	3609.7	17467.7		
1980	770.0	11731.2	4517.1	31127.7	4293.7	42141.0	8183.9	63499.6	3890.9	21358.6		
1981	770.0	11731.2	4359.2	35435.2	4634.0	46775.0	8884.7	72384.3	4250.7	25609.3		
1982	764.3	11594.1	4159.1	39544.2	4423.4	51198.4	8473.8	80858.1	4050.5	29659.7		
1983	741.3	11795.5	3334.7	43479.7	4070.1	55274.4	7811.0	88669.1	3734.9	33394.6		
1984	715.4	12513.7	3499.5	46978.0	3717.9	58992.3	7101.3	95771.0	3384.0	36773.6		
1985	195.4	12200.2	3225.0	50203.0	3421.8	62414.2	6554.9	102325.9	3133.1	39911.7		
1986	172.4	12381.0	2524.0	53029.0	2997.0	65411.2	5763.7	108089.6	2766.7	42678.5		
1987	149.4	12531.0	2393.4	55428.4	2547.8	67958.4	4374.1	112963.8	2326.4	45004.8		
1988	126.4	12657.7	2051.8	57489.7	2158.7	70147.1	4211.0	117174.8	2022.9	47027.7		
1989	103.4	12761.7	1831.2	59320.7	1934.6	72081.6	3738.6	120913.4	1804.0	48831.7		
1990	40.4	12841.3	1643.1	60969.1	1728.6	73810.3	3361.8	124275.3	1633.2	50464.9		
1991	77.5	12931.7	1535.5	62354.6	1443.0	75253.3	2827.7	127103.0	1384.8	51849.7		
1992	34.5	12933.2	1153.0	63507.0	1157.5	76440.8	2353.8	129456.8	1166.3	53016.0		
1993	11.5	12944.7	309.0	64417.4	921.4	77362.1	1857.6	131314.4	936.2	53952.2		
1994	0.	12944.7	614.0	65031.4	614.0	77976.1	1255.0	132569.4	641.0	54593.2		

b. Production and Development Cost - MFR  
Operating Cost - ORI

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
31.1	31.1	
100.9	132.0	
615.1	747.2	
966.1	1713.3	
1352.5	3065.7	
1628.7	4704.5	
2040.5	6745.0	
2516.3	9261.3	
2855.2	12116.5	
3109.5	15225.9	
3335.6	18541.6	
3593.3	22134.8	
3822.3	25957.1	
4017.9	29975.0	
4334.6	34309.6	
4315.8	38625.4	
4675.6	43301.0	
4457.6	47758.6	
4156.7	51915.3	
3720.3	55635.6	
3434.1	59069.7	
3032.3	61752.0	
2556.5	64308.5	
2217.6	66526.1	
1963.3	68489.4	
1757.2	70246.6	
1473.3	71719.9	
1219.4	72939.3	
953.9	73893.2	
641.0	74534.3	

U.S. Airlines									
Year	U.S. Airlines Acquisition Cost		U.S. Airlines Total Operating Cost		U.S. Airlines Total Outlay		U.S. Airlines Revenues		U.S. Airlines Net Cash Flow
	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.	Ann.
1965	57.6	57.6	0.	0.	57.6	57.6	0.	0.	-57.6
1966	125.7	244.3	0.	0.	125.7	244.3	0.	0.	-125.7
1967	746.4	990.7	269.3	269.3	1015.7	1260.0	410.8	410.8	-604.9
1968	769.4	1760.1	712.5	981.8	1481.9	2741.9	1073.7	1484.6	-408.2
1969	792.4	2552.5	1165.9	2147.7	1958.3	4700.2	1782.8	3267.3	-175.5
1970	315.4	3367.8	1535.4	3683.1	2350.8	7051.0	2329.7	5597.1	-21.1
1971	338.4	4206.2	2053.0	5746.1	2901.3	9952.3	3121.0	8718.0	219.6
1972	661.3	5067.5	2621.4	8367.4	3482.7	13435.0	4010.5	12728.6	527.8
1973	554.3	5621.8	3061.1	11428.5	3945.5	17330.4	4673.6	17412.2	728.2
1974	757.3	6379.2	3367.8	14796.3	4275.1	21555.5	5146.0	22548.3	871.0
1975	930.3	7309.4	3611.4	18407.7	4541.7	26197.2	5522.9	28071.1	981.1
1976	941.7	8251.2	3961.1	22368.8	4902.8	31100.0	5057.0	34126.1	1154.2
1977	318.7	8569.9	4272.2	26641.0	5190.9	36290.9	6530.9	40659.0	1340.0
1978	312.5	8882.4	4596.4	31237.4	5408.9	41699.7	7027.1	47686.0	1618.2
1979	275.8	9158.2	4930.1	36227.4	5263.9	46963.6	7629.7	55315.7	2363.8
1980	275.8	9434.0	5353.9	41581.3	5629.7	52593.3	8193.9	63489.6	2554.2
1981	275.8	9709.8	5810.2	47391.5	6085.0	58631.3	9884.7	72334.3	2798.6
1982	264.3	9974.1	5540.9	52932.4	5805.2	64436.6	8473.8	80858.1	2668.6
1983	241.3	10215.5	5097.8	58030.2	5339.1	69825.7	7811.0	88669.1	2471.9
1984	218.4	10433.8	4644.3	62674.5	4862.7	74688.4	7101.9	95771.0	2239.2
1985	195.4	10629.2	4274.8	66949.3	4470.2	79158.6	6554.9	102325.9	2084.8
1986	172.4	10801.6	3747.3	70696.6	3919.6	83078.2	5763.7	108089.6	1844.1
1987	149.4	10951.0	3188.9	73885.5	3338.3	86416.4	4874.1	112963.8	1535.9
1988	126.4	11077.4	2749.1	76634.5	2875.5	89291.9	4211.0	117174.8	1335.5
1989	103.4	11180.8	2442.5	79077.0	2545.9	91837.5	3738.6	120913.4	1192.7
1990	80.4	11261.2	2198.8	81275.8	2279.2	94117.1	3361.8	124275.3	1082.6
1991	57.5	11318.7	1849.2	83125.0	1906.6	96023.7	2827.7	127103.0	921.1
1992	34.5	11353.2	1538.1	84663.0	1572.5	97596.2	2353.8	129456.8	781.3
1993	11.5	11364.7	1213.9	85876.9	1225.4	98821.6	1857.6	131314.4	632.2
1994	0.	11364.7	820.2	86697.1	820.2	99641.8	1255.0	132569.4	434.9

Development Cost - MFR

Airlines Position Post	U.S. Airlines					
	U.S. Airlines Total Operating Cost			U.S. Airlines Total Outlay		
	U.S. Airlines Revenues			U.S. Airlines Net Cash Flows		
Cum.	Ann.	Cum.	Ann.	Cum.	Ann.	Cum.
57.6	0.	0.	57.6	57.6	-57.6	-57.6
244.3	0.	0.	126.7	244.3	-186.7	-244.3
991.7	259.3	259.3	1015.7	1260.0	-604.9	-847.2
1761.1	712.5	931.7	1481.9	2741.9	-408.2	-1257.3
2552.5	1165.3	2147.7	1958.3	4700.2	-175.5	-1432.8
3367.3	1535.4	3683.1	2350.8	7051.0	-21.1	-1453.9
4205.2	2053.3	5746.1	2961.3	9952.3	219.6	-1234.2
5057.5	2621.4	6367.4	3482.7	13435.0	527.8	-706.4
5951.9	3361.1	11478.6	3945.5	17330.4	728.2	21.8
6853.2	3367.8	14776.3	4275.1	21555.5	871.0	892.8
7787.4	3611.4	16407.7	4541.7	26137.2	981.1	1873.9
8731.2	3551.1	22368.8	4902.8	31100.0	1154.2	3028.1
9643.9	4272.2	26641.0	5190.9	36230.7	1340.0	4368.1
10462.4	4596.4	31237.4	5408.9	41633.7	1618.2	5986.3
10733.2	4930.1	36227.4	5262.9	46765.6	2363.8	8350.1
11014.0	5353.9	41581.3	5629.7	52335.3	2554.2	10904.3
11287.8	5810.2	47391.5	6085.0	58631.3	2798.6	13702.9
11554.1	5540.3	52932.4	5865.2	64436.6	2668.6	16371.5
11795.5	5097.8	58030.2	5339.1	69825.7	2471.9	18843.4
12013.8	4644.3	62674.5	4862.7	74638.4	2239.2	21082.6
12207.2	4274.8	66949.3	4470.2	79153.5	2084.8	23167.4
12381.6	3747.3	70636.6	3910.6	83078.2	1844.1	25011.5
12531.0	3188.9	73835.5	3338.3	86416.4	1535.9	26547.3
12657.4	2749.1	76534.5	2875.5	89231.9	1335.5	27882.9
12767.8	2442.5	79077.0	2545.9	91537.5	1192.7	29075.6
12841.3	2198.8	81275.8	2279.2	94117.1	1082.6	30158.2
12892.7	1849.2	83125.0	1906.6	96023.7	921.1	31079.3
12933.2	1538.1	84663.0	1572.5	97596.2	781.3	31860.6
12944.7	1213.9	85876.9	1225.4	98821.6	632.2	32492.8
12944.7	820.2	86697.1	820.2	99641.8	434.9	32927.6

U.S. Interest in SST Program		
Net Cash Flows		
Ann.	Cum.	
31.1	31.1	31.1
100.9	132.0	132.0
544.9	677.0	677.0
777.1	1454.1	1454.1
1045.2	2499.2	2499.2
1235.0	3734.2	3734.2
1511.1	5245.3	5245.3
1854.7	7100.0	7100.0
2090.5	9190.5	9190.5
2268.7	11459.1	11459.1
2414.2	13873.4	13873.4
2604.9	16478.2	16478.2
2755.2	19233.5	19233.5
2869.9	22103.3	22103.3
2788.7	24892.0	24892.0
2979.1	27871.1	27871.1
3223.5	31094.6	31094.6
3075.8	34170.4	34170.4
2843.7	37014.0	37014.0
2575.6	39589.6	39589.6
2385.7	41975.4	41975.4
2109.6	44085.0	44085.0
1766.0	45851.0	45851.0
1530.3	47381.3	47381.3
1352.1	48733.3	48733.3
1206.5	49939.9	49939.9
1009.6	50949.5	50949.5
834.4	51783.9	51783.9
649.9	52433.8	52433.8
434.9	52868.6	52868.6